

福

\$30 PER ANNUM.
SINGLE COPY: 10 CENTS

Intimations.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

REQUIRED a PURSER for S.S. "POWAN." Applications in writing to be addressed to the Secretary.

Hongkong, 10th April, 1961. [44]

SITUATION WANTED.
A COMPETENT ARTIST and DESIGNER, Skilled in Lithographic Work, is open for immediate employment.

For terms,
Apply to—
NG TSE TING,
C/o Mr. CHEUNG PUI KAI,
Hongkong Telegraph Office.

Hongkong, 12th April, 1905. [45]

NOTICE.

IN THE MATTER OF THE ESTATE OF
THOMAS MORTIMER O'SULLIVAN,
VAN, LATE OF SWATOW, IN THE
EMPIRE OF CHINA, PILOT, Deceased

NOTICE is hereby given that all CREDITORS should send their CLAIMS against the above Estate to the undersigned before the 26th day of April, 1905, failing which they will not be recognised.
Dated this 24th day of March, 1906.

84] G. WILLIAMS,
Executor,
c/o Messrs. Butterfield & Swire.

COLD STORAGE.

THE HONGKONG ICE COMPANY LTD. have now 40,000 Cubic feet of **COLD STORAGE** available at **EAST POINT**. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

Wm. PARLANE,
Manager.

1990

COALS:

JOHN MASON

YASSAN KAISHA
& Co.
PRINCE'S BUILDINGS, 100-10000

OFFICES:
 av, Singapore, Sourabaya, Manila, Amoy
 Port Arthur, Seoul, Chomulpo, Yokohama
 ru, Kure, Shimonoseki, Moji, Wakamatsu
 Milke, Hakodate, Taipeh, &c.

1" (A.B.C. and A 1 Codes).

London, Ichimura, Kanada, Mamedo, Mannouri,
rani, Yoshio, Yumokibara and other Coals.
S. MINAMI. Manager: Hongkong.

re open from 9 A.M. all day. My 32 years' ex-
perience of good work and prompt execution. M.

15, and produce a charming effect not attained
own to me. H. R. H. The Duke of York, and
me with their patronage; besides many other
guaranteed as attested by 3,700 Recommendations.

58

els.
HOTEL

G HOTEL

H. HAYNES,
Manager. [25

HT HOTEL. Telephone
No. 170.

COMMERCIAL HOTEL, situated near the BANK
in the MAIN STREET

Flush Water Lavatories.

Excellent Cuisine and Wines,
Under European Management.
Ice for Guests.

MACAO HOTEL

MACAO, CHINA,
IN THE CENTRE OF THE PRAIA GRANDE

ENCED EUROPEAN MANAGEMENT

ENIENCE FOR RESIDENTS AND

Wm. FARMER, Proprietor

RAIGIE BURN

to the
MANAGER.

...and the fact that the *Journal* is a journal of the American Psychological Association, the largest and most influential of the professional organizations in the field of psychology, is a source of great strength and authority. The *Journal* is a journal of the American Psychological Association, the largest and most influential of the professional organizations in the field of psychology, is a source of great strength and authority.

100

Intimations.

Powell's

LADIES' OUTFITTERS,

 Alexandra Buildings,
Des Vaux Road.

NEW GOODS NOW ON SHOW.

WHITE AND CREAM SILK BLOUSES.

WHITE AND ECRU MUSLIN BLOUSES.

WHITE MUSLIN SHIRT BLOUSES

with Linen Collars.

SILK AND LACE NECKWEAR.

BLACK AND TAN LISLE THREAD HOSIERY.

NEW WASHING GLOVES.

RIMMED AND UNTRIMMED MILLINERY.

 A splendid selection of
all of the above.

Inspection invited.

Wm. POWELL, Ltd.,
HONGKONG.

Hongkong, 5th April, 1906.

Intimations.

PHILIPPINE COMPANY, LIMITED.

NOTICE OF MEETING.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of SHAREHOLDERS of the PHILIPPINE COMPANY, LIMITED, will be held at the Offices of the National Bank of China, Queen's Road, Hongkong, on WEDNESDAY, the 25th day of April, 1906, at 3.15 P.M., when the subjoined Resolution which was passed at an Extraordinary General Meeting held on the 11th day of April, 1906, will be submitted for confirmation as a Special Resolution.

RESOLUTION.

That the firm of Messrs. E. S. KADOORIE & Co. be appointed GENERAL MANAGERS of the Company in the place of Messrs. BENJAMIN, KELLY & POTTS and that Article 56 of the Company's Articles of Association be altered by substituting the words "E. S. KADOORIE & Co." for the words "Benjamin, Kelly & Potts."

 J. F. WRIGHT,
Secretary.

Hongkong, 14th April, 1906.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-THIRD ORDINARY YEARLY MEETING of the Society will be held at Head Office, No. 2, Queen's Buildings, Hongkong, on SATURDAY, the 28th April, 1906, at Noon, for the purpose of receiving the Report of the Directors together with Statements of Account to the 31st December, 1905, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 18th April to the 28th April, both days inclusive.

By Order of the Board,

 W. J. SAUNDERS,
Secretary.

Hongkong, 3rd April, 1906.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RARTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLERS PATENT MOTOR LAUNCHES,

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

H. RUTTONJEE,

55, Des Vaux Road, Hongkong.

IT IS TOLD BY THE TASTE.

BEST AUSTRALIAN STILTON CHEESE.

TRY IT AND YOU WILL HAVE NO OTHER.

55 Cents per Pound.

H. RUTTONJEE,

5, D'Almeida Street, Hongkong,

37, Elgin Road, Kowloon.

Hongkong, 9th April, 1906.

FURNITURE WAREHOUSE.
LI KWONG LOONG & CO.

司公隆廣李.

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at

No. 35, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

Intimations.

THE TRADE MARKS ORDINANCE, 1898.
APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that Messieurs HOWARD AND COMPANY, of No. 50, Queen's Road Central, Victoria, Hongkong, Merchants, have, on the 21st day of February, 1906, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The representation of a Crescent with two six-pointed stars at each end of the concave side thereof and one six-pointed star at the centre of the convex side thereof, in the name of HOWARD AND COMPANY, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the Applicants since February, 1905, in respect of the undermentioned goods:—
INDIA RUBBER BOOTS AND SHOES
IN CLASS 38.

Facsimiles of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong or at the Office of the Undersigned. Dated the 14th day of March, 1906.

WILKINSON & GRIST,

Solicitors for the Applicants.

THE TRADE MARKS ORDINANCE, 1898.
APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that Messrs. GILLESPIE BROTHERS AND COMPANY, of Anchor Flour Mills, Sydney, Australia, Flour Millers, have, on the 6th day of February, 1906, applied for the Registration, in Hongkong, in the Register of Trade Marks of the following Trade Mark:—

The device of the head of an Antelope and the word "Antelope"; in the name of GILLESPIE BROTHERS AND COMPANY, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the applicants forthwith in respect of the following goods:—
FLOUR IN CLASS 42.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong. Dated the 15th day of March, 1906.

DENNIS & BOWLEY,

Solicitors for the Applicants.

THE TRADE MARKS ORDINANCE, 1898.
APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong, of 18 Bank Buildings, Hongkong, and 20, Nanjing Road, Shanghai, China, Tobacco Manufacturers, have, on the 28th February, 1906, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

Trade Mark No. 1 consists of a label having three panels, the middle panel being narrower than the others. The left hand panel contains the representation of a Chinese Lantern above which is the distinctive word "Light," the Lantern being represented as suspended from the letter "G" which forms part of the word "Light." At the foot of the panel are the words "British Cigarette Co., Ltd." The middle panel bears a blank space for the insertion of words referring to the goods. The right hand panel contains in the upper part the representation of three Chinese Lanterns suspended within an arch-shaped outline with ornamental scrolls on either side and at the foot there is a shield bearing the words "British Cigarette Co., Ltd."

Trade Mark No. 2 consists of a label having two panels arranged side by side. In the left hand panel in the middle thereof is represented a Bat in a flying attitude with the representation of clouds and a crescent moon. Above this picture is the distinctive word "Bat" and at the foot of the panel the name "British Cigarette Co., Ltd." The left hand panel contains two discs one partly imposed upon the other. In the upper disc is the representation of a Bat in a flying attitude with a landscape scene below and a crescent moon above. In the lower disc appears the name "British Cigarette Co., Ltd."

Trade Mark No. 3 consists of a label of 3 panels placed side by side. The centre panel is narrower than the others and in use contains wording, descriptive of the goods. The left hand panel contains in the middle, within a circle, the representation of a bird perched upon a projecting branch of a bamboo which is represented as extending from the top to the bottom of the panel. In the upper part is the distinctive word "Bamboo" and in the lower part upon a band the name "British Cigarette Co., Ltd." The right hand panel contains the representation of a bamboo extending upwards on either side. In the middle is a shield bearing the word "Bamboo" and at the bottom the representation of a Chinese building with a band the bottom bearing the name "British Cigarette Co., Ltd."

The name of THE BRITISH CIGARETTE COMPANY, LIMITED, who claim to be the sole proprietors thereof.

The Trade Marks are intended to be used by the applicants forthwith in respect of the following goods in Class 45:—
MANUFACTURED TOBACCO.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong. Dated the 15th day of March, 1906.

DENNIS & BOWLEY,

Solicitors for the Applicants.

For Sale.

NOW READY.

STOCKBROKERS
TELEGRAM CODE.

(SECOND EDITION.)

EXTENDED AND IMPROVED.

Price: \$70

WONG KISUM,

c/o P. O. BOX No. 112

Hongkong, 7th April, 1906.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

HONGKONG.

£30,000 JEWEL.

MOST MAGNIFICENT OF MODERN TIMES.

London has the distinction of having produced the most magnificent piece of jewellery in modern times. A Turkish potentate has commissioned Messrs. Dobson and Son, of Piccadilly, to produce a "plastron" of surpassing beauty rivaling the Arabian nights in its splendour. From his own treasures he supplied a number of beautiful pearls, the size of small nuts, and a single diamond of wonderful brilliance, leaving Messrs. Dobson to furnish the rest of the jewels.

There are no less than eight thousand brilliants, besides emeralds and rubies," said Mr. Arthur Dobson, in showing it. They submitted several sketches, and, after approval of one they commenced work two years ago and it is just completed. Drawing aside a silk curtain, he reveal the jewellery on a velvet background.

Measuring 2½ in. in length it is made to button round the neck by a wonderful circle of diamonds, and spreads out on the breast. Butterflies of jewels, daintily poised on glittering flowers, surround a centre-piece of the Turkish crescent of pearls, in three rows. The crescent itself is the size of a tile; at the top is the sign-manual of the Sultan Turkey in emeralds, while a verse of the Koran in rubies fills the centre.

Hanging from the crescent ropes of glittering pearls is a square medallion, the size of a cigarette-case, on which, standing on an emerald mound, is the Turkish flag in rubies, the whole being backed by diamonds. Below is suspended in a diamond frame a miniature of the purchaser, and, completing the whole scheme, at the bottom is a pearl as large as an acorn.

His Majesty had the jewel taken to Buckingham Palace, and on picking it up, the King, who is said to be a great collector of jewels, was so much pleased that he was not forced to wear anything so gorgeous or heavy. The value of the jewel is £30,000.

BY RAIL TO THE "HOLY MOUNTAIN."

OPENING UP THE ANTIQUITIES OF THE SUDAN.

The new line from Kerenia along the bank of the Nile to Abu Hamed puts the Dongola province of the Sudan within 580 miles of the Red Sea, by the new railway from Berber to the Port Sudan. It takes the place of the railway, closed in 1904, from Kerna to Wadi Halfa, by which route Dongola was 970 miles from Alexandria, a distance absolutely prohibitive of profitable trade. The new line thus helps forward Lord Cromer's chief policy of opening up the Sudan by giving its chief productive centres easy access to the sea.

To Egyptologists and antiquaries the Kerenia-Abu Hamed line has, however, higher claims. It renders accessible a country rich in archaeological remains, dating from remote antiquity up to the 14th century of our era, when the Christian kingdom of Dongola was finally swept away by the Moslems of Sennar. Along the banks of the Nile in the reach skirted by the new railway are many ruined churches, monasteries, and fortresses of the Christian era in Dongola, which will well repay examination. But the place of the greatest interest passed by the railway is Jebel Barkal, the Holy Mountain of the ancient Egyptians, a flat-topped hill rising abruptly from the desert, and on the opposite bank of the river is the village of Merowe. Here, or close by, was the Ethiopian city of Napata, and in the neighbourhood are many pyramids and temples which have never yet been scientifically examined. That approach the archaeological world now proposes to remove.

The railway, too, passes Ambukol and Korti, places famous in the annals of the ill-fated expedition for the relief of General Gordon, and the place where Colonel Donald Stewart and Mr. Frank Power, the French Consul Herbin, and nineteen Greeks, sent from Khartoum by Gordon to meet Lord Wolseley, were decoyed ashore and murdered by the Mahdists in September, 1884.—*Pall Mall Gazette.*

EMINENT OPINIONS PRAISING

DR. WILLIAMS' PINK PILLS.

In support of the opinion of the celebrated Dr. Lapponi concerning Dr. Williams' Pink Pills other eminent medical men have added their appreciation of this famous medicine.

Dr. Lapponi, physician to Pope Pius X., recommends this unique blood builder and nerve tonic in the following terms:—
"I certify that I have tried Dr. Williams' Pink Pills for a long time. After a few weeks' treatment the result came fully up to my expectations. I shall not fail in the future to extend the use of this laudable preparation, not only in the treatment of other morbid forms of the category of Anæmia, but also in cases of Neurasthenia and the like."

Read also what another great practitioner says:—
"Dr. George Oriot, 4, Rue de l'Entrepot, Paris, writes:—
"Dr. Williams' Pink Pills yield excellent results to my patients in cases of poverty of blood, nervous debility and ailments of women. I have succeeded particularly in curing, by a relatively short treatment of Dr. Williams' Pink Pills, a person suffering from aggravated Anæmia."

Dr. E. Coulema, well known at St. Chioin, Herault, France, prescribes Dr. Williams' Pink Pills regularly. This is his appreciation of them:—
"After a very satisfactory experiment I regularly prescribe Dr. Williams' Pink Pills for the anæmic and the neuritic, especially among female patients. Dr. Williams' Pink Pills have given the happiest results among young girls, also mothers. I prescribe them in cases of Anæmia, Neurasthenia and other womanly ailments common among my patients."

Dr. Williams' Pink Pills are like a silent guardian of the health of households. Thousands of families can tell of benefits received in cases of Anæmia, Indigestion, Bile, Consumption, Eczema, Rheumatism, Sciatica, Kidney Disease, St. Vitus' Dance, Neuralgia, Paralysis, Locomotor Ataxia, also Weaknesses of Women. Sold by most dealers (the genuine pills always bear full names, Dr. Williams' Pink Pills for Pale People) or direct from Dr. Williams' Medicine Company, Holborn-viaduct, London; post free 2s. 6d. one bottle; or six bottles 15s.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 27th June, 1905.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 30th December, 1905.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 27th June, 1905.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 27th June, 1905.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 27th June, 1905.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 27th June, 1905.

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by
PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW,

the 17th April, 1906, at 2.30 P.M., at No. 12,

Austin Avenue, Kowloon,

SUNDRY

HOUSEHOLD FURNITURE.

Particulars from Catalogue.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 16th April, 1906.

PUBLIC AUCTION.
THE Undersigned has received instructions to sell by
PUBLIC AUCTION,

ON

THURSDAY, FRIDAY and SATURDAY,

the 19th, 20th and 21st April, 1906, commencing

at 2.30 P.M. on Thursday and Friday, and

at 11 A.M. on Saturday, at his Sales

Rooms, Duddell Street,

A LARGE QUANTITY OF

SILVER, IVORY, LACQUER AND SANDALWOOD WARE.

Comprising:—

SILVER TEA SETS, VASES, CUPS,

PHOTO FRAMES, HAND MIRRORS,

UMBRELLA HANDLES, COCKTAIL

SHAKERS, &c., &c.

IVORY BACKED BRUSHES, TRINKET

AND JEWEL BOXES, PHOTO FRAMES,

FANS, CHESSMEN, HAND MIRRORS,

&c., &c.

LACQUER TEA AND CIGAR BOXES,

CHESSBOARDS, HANDKERCHIEF

BOXES, FANS, &c., &c.

SANDALWOOD JEWEL AND TRIN-

KET BOXES, CHESSBOARDS, PHOTO

FRAMES, FANS, ORNAMENTS, &c., &c.

ALSO

A Quantity of SILK EMBROIDERED

HANDKERCHIEFS, TABLE COVERS and

CUSHION COVERS, GRASS CLOTH

TABLE COVERS, TRAY CLOTHS and

DOYLIES, &c.

PONGEE (Ribbed) SILK GAUZE, SILKS,

&c.

AND

A Quantity of CANTON BLACKWOOD

PHOTO FRAMES.

TERMS:—As customary.

On view from Wednesday, the 18th April,

1906.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 14th April, 1906.

NOTICE.
THE SALE BY AUCTION OF ALMA, BATU KAWAN AND PRYE ES-
TATES stands postponed to a future date, of
which due notice will be given.

KENNEDY & Co., Auctioneers.

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

TO
HIS EXCELLENCY THE GOVERNOR.

HYGIENOL

(REGISTERED).

A POWERFUL
DISINFECTANT,
GERMICIDE
DEODORISER
CHEAP
HARMLESS
EFFECTIVE

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 3rd March, 1906.

\$16.00

WILL BUY A CASE

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & Co.,

19, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$18 per annum.

The rate per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On the 12th April, at Shanghai, the wife of J. HUIDEKOP, of a son.

MARRIAGE.

On the 11th April, at Ningpo, the Rev. HARRISON K. WRIGHT and Miss EDWINA W. CUNNINGHAM.

The Hongkong Telegraph

HONGKONG, MONDAY, APRIL 16, 1906.

HONGKONG BANKRUPTCIES.

Nobody would guess from the bald statement which is issued by Mr. Anthonio Seth, C.I.S.O., Registrar of the Supreme Court that there was ever anything of surpassing interest in the high Courts of the Colony. Figures have such an unprepossessing appearance that with few exceptions little attention is to be feared, will be given to his report on the doings of the Court during the past year. The gentleman who goes under the appellation of the "man-in-the-street" will not even glance at it. Still there are some points which are of passing interest to those who care to delve into the mass of figures which adorn the report. For instance, there appear to have been 64 bankruptcies during 1905—a comparatively small number when we remember the inducements offered to merchants and others in showing the hopeful spirit of the bankrupts the declared assets to meet those liabilities amounted to \$1,867,768.51; but when it came to realise those assets the result totalled \$217,275.36 about an eighth of the estimated total. One of the defaulters had debts amounting to nearly a million dollars. He declared that his assets were a clear million and more, but when it came to realise his property the result was but thirty thousand dollars, so that, unless we read the figures wrongly, he over-estimated his assets by a million dollars. In the words of a well-known Hongkong financier—"He must have been a life's gent." It appears that there were 427 actions on the Original Jurisdiction roll at the beginning of the year and 154 had to be carried over to this year. The amount involved was \$7,845,780 and the debts and damages recovered amounted to \$2,651,983. The number of actions instituted in Summary Jurisdiction was 1,889 during the year 1905, and 394 were brought forward from 1904. Of these, 1,663 were disposed of, 752 being settled or withdrawn before trial, and 394 being struck out of the cause-book as having been standing over generally for more than a year, leaving a balance of 226. The total amount involved was \$7,749,109.34. It is extremely interesting to observe that since the Companies Ordinance came into force, in 1865, no less than 462 companies have been registered in Hongkong representing an aggregate capital of \$211,794,108. Some of the companies have faded away and gradually died, others were still-born, and at the end of last year there were only 254 of the original 462 on the register. Nevertheless, the number of companies in existence which have availed themselves of the Hongkong Ordinance is quite respectable, their aggregate capital representing \$128,558,561. Last year 38 companies were registered, from which a revenue of \$7,583 was derived by the Government. On the whole, the Registrar's report for the year has its points of interest, but taking it on the whole, and neglecting for the nonce its importance as an official survey, it would make capital reading for those who desire a sedative.

A SUGGESTION has been made that the junior bachelor army officers be given accommodations on the transports *Meade*, *Kilpatrick* and *McClellan* during the time those vessels remain in Manila Bay, in lieu of quarters. The transports mentioned have been ordered to be retained in Philippine waters until such time as they are needed. The cost of maintaining them there is very heavy. It is thought that if the suggestion could be carried out it will in many ways be preferable to the young officers than staying in stuffy quarters ashore. It would also be a considerable saving to them, as the regular mess charge will be but \$30 per month.

AN ICONOCLASTIC DISPLAY.

One of the features of the gymkhana on Saturday afternoon was the Ladies' Nomination Race, and it served to indicate the fact that the ladies of Hongkong are hopeless zany when a question of arithmetic occurs. The event was sufficiently absurd in itself, but the spectacle of a dozen ladies calculating backwards and forwards, by means of their fingers and by the aid of a nibbled pencil, was irresistible. The idea was that each rider should hand his nominator a printed list of vegetables which had to be collected in a basket, and handed to the rider, together with the account for the goods. To the ordinary person that would seem to be less difficult than threading a needle, but if the committee had searched the earth for a more intricate, puzzling and heart-rending device they could not have selected a better. When the riders galloped up with their envelopes, the ladies were at hand to collect the vegetables and they flitted from basket to basket with the industry of a green-grocer's boy under the eye of his master. But that was mere child's play compared with what had to follow. By the rules, the fair nominators had to itemise the articles, calculate their value and add up the total. If Mr. Shelton Hooper, who is concerned about the market price-lists published in the newspapers, had witnessed the dilemma in which these chaperones were placed when it came to the current price of potatoes or oranges, he would have dismissed the matter as of no consequence, for apparently not one of the dames had the faintest idea of the price of vegetables. They had never seen a market price-list, or, at any rate, had never given it the slightest attention. So it would seem that the only people who do scan the lists are those who have no concern with the marketing. It is a fact—which can easily be tested—that most men know the price of goods sold in the public markets. They can quote the cost per picul of all sorts of vegetables at a moment's notice; they can even speak learnedly of the rise and fall in the price of bathbrick; and as for tinned provisions they are walking encyclopedias on the subject. But what is the use of all this curious knowledge? The purchase of household necessities is outwith their province. That is in the hands of the mistress of the house—and she has not the slightest conception of the prevailing cost of cucumbers! At the gymkhana, these ladies knelt on the ground with a notebook, and they chewed their pencils in vain efforts to conjure up a picture of the market price column. In many cases it was the jockey who supplied the information that oranges were selling at three cents each or 20 cents the cattle for the best sweet variety. The price of such an extraordinary and unusual article of household use as the common or domestic carrot was utterly beyond the imagination of these ladies, who are presumably in charge of the menage of various houses in Hongkong, and one lady calmly solved the question and emerged triumphantly from her dilemma by giving the carrots to a pony. Then the prices settled, the greatest tribulation of all occurred when the ladies entered, upon the task of what is facetiously described as simple addition. Far from simple did these unfortunate ladies find the Peak find the addition of a few figures. They strove and laboured as probably few of them have done for many a day. They tried it standing, sitting and kneeling; they would have tried it flat on the ground if it had not been so public; they tried it mentally and they tried it by little shouts, and still two and two would make five. They got different totals on each occasion; they proved their sums by every known and conceivable method, and by some methods that were weirdly original, and still the total kept on changing. Finally, they gave up the attempt to get the correct answer as a dismal failure, and the judge had to announce that not one of the accounts had been correctly added up! How these ladies manage to keep a check on their household accounts is a mystery. They must be at the mercy of servants and tradesmen. They know nothing of figures—except of the human type—and they are blissfully oblivious of market values. They were all born before the Education Act of 1872 came into force and they have never troubled their heads about it. Being unconscious of their defect they have abandoned themselves to an orgy of ignorance. Occasionally they may wonder why their household bill is larger this month than last, but there it ends. The worst of it is that this appalling and abysmal oblivion ordinary duty falls on those who are content or are compelled to reside on the lower levels. If "my lady" of the Peak is belated on the subject of vegetables the dear raises his prices, and those who count every halpenny and do give attention to their accounts are also obliged to pay higher prices. None of those who were present at the gymkhana will readily forget the scene when these ladies were in the throes of addition. It was a saddening sight and suggestive one. The committee in charge of arrangements might well agree to hold these meetings more frequently, if only the fair residents of the Peak might have an opportunity of exercising their skill in calculating the price of everyday domestic articles.

LOCAL AND GENERAL.

VISCOUNT Nagaoka, who is well-known in China, died on the 8th inst.

NINE hundred and fifty-two deaths were registered in Singapore last month. The ratio per thousand was 44.23.

A TOKIO telegram of the 9th inst., to the *N. C. D. News*, says: Cases of small-pox have delayed the R.M.S. *Taffar*, which is now on her way towards Yokohama.

REUTER wires to the Straits that T. M. King Edward and the Queen Alexandra have made a joint gift of £200 for the benefit of those who have become widows and orphans through the Courrières disaster.

DR. Hirata, a Professor in the Tokyo Imperial University and a medical adviser to the Imperial House, has been commissioned by Her Majesty the Empress to visit Europe for purposes of study. Dr. Hirata left Yokohama on 4th inst.

APPLICATION has been made to the Stock Exchange Committee to appoint a Special Settling Day in and to grant a quotation to Hongkong (Government of)—Scrip (fully and partly paid) for £1,142,500 Three-and-a-half per Cent. Inscribed Stock, 1908-43.

LIEUTENANT W. C. COOPER, Royal Engineers, is the new staff officer to the Chief Engineer in South China. Mr. Cooper is a smart young sub. of a little over six years' service. He got his first star in January, 1905, and has for some time been stationed at Hongkong.

A PRIVATE telegram received in Shanghai on the 12th inst. shows that the price of cotton on the Manchester market continues to advance rapidly. Egyptian cotton, which was quoted Thursday week at 92½ per lb., has gone up to 100, and American cotton has reached 6.14d. per lb.

THE British Minister in Peking, according to a Shanghai native contemporary, has addressed the Waiwupu on the subject of the special privileges granted by the Chinese Government to the China Merchants' S. N. Co. whereby goods carried by their steamers are allowed lighter rates as to Customs duties, and he demanded that the same privileges be accorded to shippers in British bottoms, quoting the Franco-Chinese Treaty of Tientsin, Article XIV., in support of the demand.

THE cost of the forthcoming grand review of troops to be held in Tokyo by His Majesty the Emperor of Japan on the 3rd inst., is estimated at ¥600,000, which sum is to be defrayed out of the Special War Fund. Half the amount will be spent upon the transport and lodging of troops coming to the capital from various Army Divisions in provinces, and the balance will be set aside for the expenses of officials and officers in Manchuria and Korea, who are to be invited to witness the review.

THE anti-gambling agitators will be interested to read the following from a Home paper. Our contemporary says:—"A charge against five Chinese in connection with the keeping of a gaming-house was dismissed yesterday at Liverpool. The magistrate said that gaming had probably taken place for small sums. There had, however, been no complaints of disorder or of annoyance to inhabitants. He did not blame the police, but they might have shut their eyes to the proceedings or looked through the telescope with the cap on."

A CANTON dispatch states that H. E. Li Shao-nien, Governor of Kwangsi, has memorialised the Throne for permission to transfer the gubernatorial headquarters of that province from the city of Kweiin to Nanning owing to the more central position of the latter city. In connection with Nanning the Governor also recommended to the Throne the throwing open of the city to international trade, on account of its favourable situation for commerce, through which the people of Kwangsi may expect to reap great advantages in the near future.

WE understand that the China Merchants S. N. Co.'s s.s. *Kiang-Tung* lately running on the Canton-Macau line is to replace the s.s. *Kuling* between Ichang and Hankow. We believe the latter is to take the Changsha-Hankow trip. We are glad to see that the China Merchants are putting a boot for this trade as it testifies to the increase of business between this port and Hunan. We believe that within a few years the trade from Changsha and adjacent ports, including the newly-opened Chang-Teh, will be exceedingly large.—*Hankow Daily News*.

WE (N. C. D. News) regret to record the death at the Victoria Nursing Home on the 12th inst. of Mr. T. McNaughton, one of the senior engineers in Messrs. Butterfield and Swire's service. Deceased, who had been suffering from pericarditis during the latter months of last year was about again and apparently enjoying good health towards the end of January. Two days ago he was again taken to the Nursing Home with aggravated form of the disease, from which he expired on the 12th. He leaves a widow and several children, at present at home in Scotland, to mourn his loss.

FATALITY AT CHEK-WAN.

News was brought to town last night, that yesterday morning on the arrival of the s.s. *San Cheong*, that vessel being unable to get near enough inshore to land her passengers, a junk came alongside and took the latter off. But apparently the junk was over-crowded, for before she had proceeded far from the vessel, she suddenly heeled over, and before she could be righted she capsized, throwing the occupants into the water. The majority of them, numbering some hundreds, were picked up by other boats in the vicinity but eight of the passengers were reported to have been drowned, their bodies not having been recovered. The report did not state whether the drowned persons were men or women, nor whether there were any children amongst them.

It is reported that the disaster was due to the efforts of a gang of pirates to board the vessel. Many of the female passengers were making lavish display of their gold ornaments, and attracted the attention of a pirate craft in the vicinity. Their cupidity being aroused, the pirates rowed alongside, and attempted to climb on board. In their excitement the passengers stampeded to the opposite side of the boat which heeled over by the weight of numbers and capsized. As most people are aware these pirates infest Chekwan during festival seasons and pillage wherever they can find booty to reward them. It is the same old story, where robbers "hold up" defenceless women and children in the light of day, and no effort seems to be made by the authorities to suppress this lawlessness on shore and on the river.

THE WRECKED "ALTA"

NOW IN DOCK.

The s.s. *Taming*, Captain Outerbridge, which arrived here on Saturday, brought up in tow the American barque *Alta* which was wrecked on Naic Reef in the great typhoon of September last, and which was subsequently got off and taken to Manila. The s.s. *Taming*, after taking the *Alta* in tow, left Manila on Tuesday afternoon, and arrived safely in harbour with her tow on Saturday morning, after a very fine and entirely uneventful voyage, everything going well and satisfactory. On the *Alta* for the tow up a Chinese crew had been placed, which, owing to the alien immigration law of Manila, was not allowed to land, and was immediately transferred to the *Alta*. This vessel is now in the Kowloon Dock where she is undergoing thorough repairs. The *Alta*, it will be remembered, was the cause of considerable litigation between the salvage people and the owners.

THE BRITISH EMPIRE.

FIRST CENSUS.

EFFECTS OF THE DWINDLING BIRTH-RATE.

The first "Census of the British Empire" has been issued as a blue-book. This volume is the result of four years' toil. The census was taken at the same time as the English Census in 1901. By desire of the Chief Colonial Secretary the statistics for all British possessions have been collated, and analysed as nearly as possible on the lines of the English report.

This was an immense task. The tables now published were derived from reports ranging in bulk from a ten-page pamphlet concerning the 2,253 inhabitants of the Falkland Islands to the 60 volumes concerning the Indian Empire, which contains 295 million persons and speaks 147 languages.

400 MILLIONS.
The total population of the British Empire is, says the report, about 400,000,000. Since the first enumeration, in 1861, the exact decennial figures, as nearly as they can be given, are as follows:

1861	259,000,000
1871	285,000,000
1881	310,000,000
1891	381,000,000
1901	398,401,704

The area of the Empire is nearly 12 million square miles.

The most noticeable fact brought out in the census is that throughout the Empire the rate of increase in population shows a great decline since the last decennium. In the case of India, however, this is chiefly accounted for by famine and plague.

An important factor in this decrease, according to the report, is the continued depression of the birth-rate, which has now become general in nearly all countries.

THE COLONIES.

Following the Indian Empire and the United Kingdom (41,000,000), the next most populous areas are:

Canada	5,371,315
Australia	3,856,154
Ceylon	3,573,419
The Cape	2,409,801
West Indies	1,576,927

No others exceed the million.

There are 187 cities in which the population exceeds 50,000. Of these, 87 are in the United Kingdom and 78 in India. Yet, in spite of India's great cities, nine-tenths of the population live in villages. This is in striking contrast to the United Kingdom, in which 71 per cent. live in towns.

PREPONDERANCE OF MALES.
In the British Empire at large males are in excess of females. In the case of many of the colonies this is due to immigration, whilst in India there are a larger number of male births and heavier mortality amongst females. For a further explanation of the sex proportions in India the report adds somewhat naively: "It is conceivable that females may be omitted from the returns, either because their male relatives regard them as of no importance in connection with an inquiry such as the census, or because they have some special reason for not mentioning them."

AGRICULTURE, is judging by the numbers engaged in it, the British Empire's most important industry.

VARITIES IN RELIGION.
The religions of the British Empire are broadly divided into five groups:

Hindus	208,000,000
Mahometans	94,000,000
Christians	58,000,000
Buddhists	12,000,000
Miscellaneous non-Christian	23,000,000

Outside England the Jews are most numerous in South Africa, where they number 20,000; there are 18,000 in India, 16,000 in Canada, and nearly 17,000 in Australasia.

Considerable difficulties attended the classification of the religions. Some of the sects which the census authorities had to place were designated by such strange titles as Calabunpian, Cosmopolist, Hoke, Tylorist, Milenial Dawmle, Sung Quong, Tipon, Utopian, and amongst those names which were assumed to denote some form of Christianity were Conditional Immortalist, Dipper, Hornerite, Forward Movement, Tunker.

It is a wonderful volume.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

CHINA'S PROTEST.

OBJECTS TO JAPANESE HELP.

URGENT MESSAGES TO LONDON AND WASHINGTON.

[From Our Own Correspondent.]

Shanghai, 16th April, 12.20 p.m.

The Chinese Government have despatched urgent telegrams to their Ministers in London and Washington instructing them to protest against the approval of Great Britain and America that Japanese assistance should be given to the Chinese police with the view of affording adequate protection to foreigners in China.

[Reuter's.]

France and the Morocco Conference.

LONDON, 13th April.

M. Bourgeois, in a statement in the French Chamber, commended the satisfactory issue of the conference at Algiers, the settlement of which could only have been secured by fair mutual concessions.

The interests and dignity of France were in nowise impaired, and her special interests in Morocco were fully recognised.

Later.

A VIENNA SENSATION.

A sensation has been caused in Vienna by the publication of a telegram from the Kaiser to Count Goluchowski, thanking him for his unwavering support at the Algiers conference which he described as a splendid deed of a loyal ally.

The telegram adds: "You have shown yourself a brilliant second on the duelling ground, and you may rely upon my rendering you a like service on a like occasion."

The Lord Mayor's Japanese Famine Fund.

The Lord Mayor has handed the Japanese Embassy an instalment of £5,000 for the famine fund.

Later.

Strike of Postmen in Paris.

A widespread strike of postmen has occurred in Paris and the Government have superseded 300 of the strikers.

The Hague Peace Conference.

Russia is willing to postpone the Hague Peace Conference.

The United States and Germany.

The German Ambassador at Washington has presented fifty German Veterans to President Roosevelt, who in a speech said, that no strain had impaired better qualities to American people than the German, and it must be the primary object of statesmanship to knit the two nations close.

He congratulated the Kaiser on the work accomplished at the Algiers Conference.

The Japan Chronicle of 8th inst. says:—

The disaster to the Osaka Shosen Kaisha steamer *Natori-gawa-maru* in February last year, by which ninety lives were lost, will be remembered. The vessel, a small coasting steamer, running between Osaka and Kishu, struck the breakwater, and sank in twenty minutes. The families of many of the drowned instituted actions for damages against the O.S.K. In all thirty-one cases were entered for hearing in the Osaka Court, which gave a decision on Friday, in favour of the plaintiffs. The Court decided that the disaster was the result of the carelessness of the master of the steamer. The aggregate amount of damages claimed by the plaintiffs is ¥777,000, and the amount to be awarded will be decided by the Court in a few days.

SHIPPING AND MAILS.

MAILS DUE.

American (*Hongkong Maru*) 18th inst.
English (*Delhi*) 19th inst., 6 a.m.
American (*Korea*) 22nd inst.
German (*Prins Heinrich*) 23rd inst.
German (*Prins Heinrich*) 25th inst.
Canadian (*Tartar*) 1st prox.

The P. M. S. S. Co.'s s.s. *Mongolia* arrived at San Francisco on 13th inst.

The s.s. *Dardanus* left Singapore on 14th inst., and is due here on 19th inst.

The Imperial German Mail s.s. *Sachsen* which left here on 12th inst., arrived at Shanghai on 15th inst., at 3 p.m.

The N. Y. K. Bombay Line s.s. *Tosa Maru* left Moli for this port on 14th inst., and is expected here on 18th inst.

The N. Y. K. Australian Line s.s. *Kumano Maru* left Nagasaki for this port on 14th inst., and is expected here on 17th inst.

The H. A. L. s.s. *Aradita* from Hamburg left Singapore for our port on 13th inst., a.m., and may be expected here on 19th inst.

The P. & O. S. N. Co.'s s.s. *Delhi* left Singapore for this port on 14th inst., at 5 p.m., with the outward English Mails, and is due here on 19th inst., at 6 a.m.

The Imperial German Mail s.s. *Prins Heinrich* carrying the German Mails with dates from Berlin of the 27th ult., left Colombo on Saturday p.m., and may be expected here on 25th inst.

The Imperial German Mail s.s. *Prins Eitel Friedrich* left Kobe via Nagasaki and Shanghai on 15th inst., at 10 p.m., and may be expected here on 23rd inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

FORMOSAN EARTHQUAKES.

ANOTHER SHOCK FELT.

[From Our Own Correspondent.]

Shanghai, 16th April.
12.20 p.m.

Another earthquake has occurred in Formosa.

There are no particulars to hand.

[Reuter's.]

The Eruption of Vesuvius.

LONDON, 12th April.

Their Majesties the King and Queen of Italy, were welcomed delightfully on their return to Naples where the inhabitants are in a state of panic, wailing crowds marching in religious processions through the streets all day.

The general use of masks, goggles, and dust coats makes Naples seem a city of motorists.

The rain of ashes and sand diminished yesterday evening.

13th April.

There is a general improvement in the situation at Vesuvius, and it is believed that the eruption has spent itself, the rain and the showers continue, but in greatly reduced volume.

Later.

The rain and the shower of ashes have completely ceased at Naples, the sky is clear and the sun bright.

Vesuvius is visible.

The public is regaining confidence and resuming its normal avocations.

THE "LOONGWU."

DESCRIPTION OF THE NEW VESSEL.

The ability of the Hongkong and Whampoa Dock Co. to build vessels which are fit to challenge comparison with anything turned out of the famous shipbuilding yards of the Clyde has been so frequently demonstrated that it may be accepted as an axiom. In their latest production, however, there is special interest, because the new vessel has been built to the plans and specifications which guided the builders of a sister ship in a home yard. The steamship *Loongwu* was ordered by the Indo-China Steam Navigation Company in the beginning of August last year, and it was required that she should be sister to the Company's *Tuckoo*. In eight months from the time that the keel was laid down the *Loongwu* is ready to take the water, which in itself is a smart piece of workmanship, when the size of the vessel is taken into consideration. The new ship is intended for the Yangtze trade, both passenger and goods, and she is therefore constructed on riverboat lines. She is of 3,700 tons gross, and looks a roomy and comfortable vessel, admirably suited for the requirements of European and native travellers on the Yangtze. Her dimensions are—length between perpendiculars, 330 feet; breadth moulded on main deck, 45 feet; breadth over guards, 58 feet; depth moulded to main deck 15 feet 6 inches. She has been fitted with two sets of tri-compound, inverted, surface-condensing engines each having four cylinders of 17 inches, 28 inches, and two of 31 inches diameter. The engines are all on the Yarrow, Schlick and Iwede system. There are two boilers of 15 feet 6 inches diameter, 11 feet 6 inches long, and they are constructed for a working pressure of 180 lbs. per square inch. The passenger accommodation is particularly good and should afford satisfaction to all who have the good fortune to travel by the *Loongwu*. The European quarters are fitted up with all the necessary appliances, the cabins being handsomely decorated and supplied with lavatory equipment. The accommodation for the captain, officers and crew is commodious and handy. All the most up-to-date principles have been adopted for the handling of cargo expeditiously, and, indeed, modernity is the keynote of the vessel. It is the *Tuckoo* over again, but a rejuvenated *Tuckoo* and one which will do credit to the shipbuilding yard at Kowloon as well as to her owners. By this production the Hongkong and Whampoa Dock Company have proved that they need fear no competition, even that of first-class yards in the United Kingdom. The *Loongwu* is a graceful, symmetrical and pleasing specimen of the shipbuilders' art and should prove a money-maker for the Indo-China Steam Navigation Company. As previously stated, the launch takes place on Wednesday, at 5 p.m., and for the convenience of those who have been invited to be present, the Dock Company's launch will be at Queen's Statue Wharf at 4.30 p.m. It is expected that there will be a large company at the ceremony of christening the vessel, and the proceedings are bound to be of an interesting character.

THE S.S. "M. STURVE."

Capt F. Bremer and a boat's crew arrived at Foochow on the 10th inst., by the s.s. "Haiching," having been picked up at 8.30 p.m. on the 9th inst., when making for Amoy. Capt Bremer reports the making of his steamer, the "M. Sturve" 666 tons, on Little Ockseu at about 1 a.m. on the 8th inst. during a fog. The vessel is fast on the rocks, leaking badly, the shatter deck being awash at high tide. No lives were lost, part of the crew being landed on Ockseu Island, the officers remaining by the vessel. The local agents have since received information that the vessel has become a total wreck.

HONGKONG GYMKHANA CLUB.

THE FIRST MEETING.

Patrons: H. E. Sir Matthew Nathan, K.C.M.G.; H. E. Vice-Admiral Sir Arthur W. Moore, K.C.B., K.C.V.O., C.M.G.; H. E. Maj. Genl. Villiers Hutton, C.B.; Commodore H. Pigot Williams, R.N.

Committee: The Stewards of the Hongkong Jockey Club (ex-officio), Lieut.-Col. Aitken, Major Parker, Messrs. G. K. Hall Brutton; C. H. Ross, J. A. Jupp, H. P. White.

Judge.—Mr. C. H. Ross.
Handicappers.—Mr. H. P. White, and Major Parker.

Clerk of the Scales.—Mr. J. A. Jupp.
Starter.—Major Parker.
2nd Starter.—Mr. W. W. G. Ross.
Time-keeper.—Mr. T. S. Forrest.

Hon. Sec. and Treasurer.—Mr. C. G. Mackie.
The first gymkhana meeting of the season proved an unqualified success. The ponies were good, the fields were good, and some exciting finishes were witnessed. The weather on Saturday afternoon proved very propitious and although earlier in the day things looked rather gloomy—in fact, until 11 a.m. it was a moot point whether the meeting would not have to be postponed—the results were promising in the extreme. A large number of the fair sex was in attendance and lent colour to the picturesque scenery in the Valley. Punctually four o'clock His Excellency the Governor, Sir Matthew Nathan, was hailed by the band of the Royal West Kent Regiment striking up the National Anthem. His Excellency was conducted to his stand by Mr. T. F. Hough, clerk of the course, Mr. C. H. Ross, judge, Mr. J. A. Jupp, clerk of the scales, and Mr. H. P. White, one of the handicappers. It must have been very satisfactory to these gentlemen to notice that out of thirteen entries, a field of nine came forward to contest the mile-and-a-quarter handicap; and that the heavy weight, medium, and light weight divisions filled first, second and third places respectively. The first saddling bell was rung at 3.2 and at 4.0 the first field was well away. The results and descriptions of the races are appended:—

THREE-QUARTER MILE FLAT RACE.—For Hongkong subscription griffins of any season. Weight for inches as per scale. Winners of an open race barred. Winners of an official race to carry 7 lb. extra; of two more official races to carry 10 lb. extra. "Off-day" winners to carry 3 lb. extra. Unplaced ponies in an official race and previous non-starters allowed 5 lb. Non-winning jockeys allowed 5 lb. Entrance fee \$5. 1st prize: A cup presented by A. H. Moxon, Esq., and prize \$25. (Entrance fees to go to winner.)

Mr. G. C. Moxon's Speculation, 11st 2 lb. (Mackie) 1
Mr. H. P. White's Zapater, 11st 1 lb. (Dupree) 2
Mr. Hicklo's Roscommon, 11st 0 lb. (Hickman) 3

Mr. Henchman's Diadem, 10st 10 lb. (Brutton) 0
Mr. D. Macdonald's Highland Whisky, 10st 6 lb. (Clarke) 0
Mr. C. G. Mackie's Promised Land, 10st 11 lb. (Robertson) 0
Mr. Ottery's Red Herring, 10st 10 lb. (Deacon) 0

A good start for the majority, in which Speculation was badly left, and must have been at least ten lengths behind the bunch. He, however, made good his ground and gradually worked to the front, and at the bottom corner was slightly in the lead of Zapater. At the distance-post he appeared to be beaten, but came again 50 yards from home and won one of the best fought-out races ever witnessed on this course. Gameness and condition told. Time 1.41. Winner \$18.80.

TENT FINGING.—Best of three runs. Points for pace and style. Open. Entrance fee \$3. 1st Prize: presented by G. C. Moxon, Esq., and prize \$15.

W. A. Cruickshank, 11st 0 lb. (Mackie) 1
G. K. Hall-Brutton, Capt. H. G. Cassely, W. G. Clarke, J. E. Gresson, Capt. Smith, R. Robertson, and W. F. C. Master.

This event brought out nine contestants. The gentlemen who filled first and second places won on their merits.

GYMKHANA CLUB CHALLENGE CUP.—Distance one mile. Value to be decided when Cup is purchased. For all China ponies. Catch weights at 10st 6 lb. Winners of an open race or open griffin race 5 lb. extra. Non-winning subscription griffins allowed 5 lb. Non-winning jockeys allowed 5 lb. To be won by the pony scoring most marks in the races for the cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 3 lb. extra for each win in subsequent races for the cup, but in the event of a pony carrying the penalty not winning 2 lb. to be deducted next time he starts. Penalties accumulative up to 5 lb. Entrance fee of \$5 to go in the purchase of a memo to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season a cup, value \$100, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. C. G. Mackie's The Quail 10st 6 lb. (Mackie) 1
Mr. W. G. Clarke's Pathan, 10st 5 lb. (Clarke) 2
Mr. S. P. C. Blue Nile 10st 1 lb. (Simcock) 3
Mr. Cruickshank's Mikosh 10st 11 lb. (Cruickshank) 0

* 1 lb. allowed
† 5 lb. allowed

Four ponies faced the starters for this the *honne bouche* of the meeting. A good start was effected, with Mikosh on the rails. At the marked The Quail took third place, and at the black rock Pathan went to the front, with Blue Nile at his heels. Turning into the straight for home Pathan still led, but The Quail had taken his measure, and won fairly easily from Pathan, with Blue Nile a bad third, Mikosh being distanced.

Time: 2.18. Winner: \$9.50.

MARKET RACE, LADIES' NOMINATION.—Competitors start dismounted. The rider will be given a sealed order and basket, which he will take to his nominatrix and dismount. The latter will fill the basket with vegetables as per list, and make out a bill according to the prices on the order; the first rider to return to the judges with a correct supply and account to win. Entrance fee \$3. 1st and 2nd prizes presented by the Club.

Mr. Cruickshank (nom. Mrs. Cruickshank) 1
Mr. Mackie (nom. Mrs. Hall-Brutton) 2
There were no good many entries for this race, but owing to the "hobberness" of some of the ponies, a good many of the gentlemen spilled their wares before they reached the winning-post. A curious feature of this race was the fact that in no case were the accounts, which were supposed to be made up by the ladies, done correctly! It is to be trusted that this was not due to the lack of knowledge of arithmetic on their part. The probability is that they were flustered by their unusual publicity.

HURDLE RACE.—For China ponies. Distance about one mile and a quarter. Catch weights 10st. 8 lb. Entrance fee \$5. 1st prize: A cup presented by J. R. Michael, Esq., 2nd prize: \$25. (Entrance fees to go to winner.)

Father O'Flynn's Glenburn, 10st 8 lb. (Simcock) 1
Mr. Menocal's Doris Castle, 10st 8 lb. (Dupree) 2
Mr. G. K. Hall-Brutton's Preston, 10st 8 lb. (Brutton) 0
Mr. C. H. Ross' Ben Royal, 10st 8 lb. (Gresson) 0

Again a field of four came under the starters' orders, who speedily despatched them on their journey, which was very uninteresting from some of the contestants' point of view. Glenburn took the lead, with Doris Castle in hot pursuit. At about the third jump, Ben Royal refused and was practically out of the race. At the football stand hurdle Preston refused badly and his rider sat down in a mud puddle. This left Glenburn and Doris Castle in the race, and the former pony won rather easily at the finish, by about a couple of lengths, which could have been increased.

Winner: \$10.80.

ONE MILE AND A QUARTER FLAT RACE. Handicap.—For all China Ponies. Non-winning jockeys allowed 5 lb. Entrance fee \$5. 1st prize: A cup presented by Sir C. P. Chater, Kt., C.M.G.; 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. H. P. White's Zapater, 11st 4 lb. (Dupree) 1
Mr. Hall-Brutton's Preston, 10st 10 lb. (Brutton) 2
Mr. Hicklo's Roscommon, 10st 6 lb. (Hickman) 3
Mr. T. F. Hough's Emerald, 11st 2 lb. (Mackie) 0
Mr. Ottery's Maori King, 10st 3 lb. (Deacon) 0
Mr. E. G. Ferguson's Forward, 10st 7 lb. (Ferguson) 0
Mr. D. Forbes' Highlandman, 10st 6 lb. (Cruickshank) 0
Mr. C. B. Piggott's Zanzibar, 10st 1 lb. (Piggott) 0
Father O'Flynn's Donnybrook, 10st 2 lb. (Gresson) 0

* 11 lbs. overweight. † 4 lbs. overweight.
‡ 5 lbs. allowed. § 3 lb. allowed.

Nine entries ponies were saddled up and weighed out for this event. Zanzibar early distinguished himself by bolting off the course at about the mile post and dumping his rider, Piggott, in the muddy ditch, in addition to which, Piggott sustained a nasty kick in the ribs. This lot were got well away by Major Parker, with Donnybrook in the lead. He was, however, quickly supplanted by Rotherham and Maori King. The ponies were well bunched at the marked, but turning into the straight for home, Zapater's old style returned and he won in a canter, with the others not far behind.

Time: 2.50 3/5. Winner: \$8.40.

JAPAN'S MARITIME TRADE.

FUTURE PROSPECTS.

The *Jiji Shimpo*, after reviewing at some length the question of over-tonnage which is at present unfavourably influencing the freight-market generally, remarks that the general expectation in shipping circles is that the present year, after a period of inactivity since the South African War, will see a more prosperous state of affairs, as last year's crops in America, India and other places were most abundant. It is also surmised that there will be an increased demand for shipping in connection with the operations for making good the loss and damage to military works during the late war, roughly estimated at 4,000 million yen. Regarding the prospects of the shipping trade in Japan it will be observed that, with the outbreak of the war, almost all available vessels were requisitioned by the Government, resulting in the suspension of many regular lines, domestic and foreign. The consequence has been that a number of foreign vessels have either been chartered or purchased to meet the exigencies of the situation. The number of steamers purchased during the last two years reached 162 aggregating 313,000 tons, and those newly-built during that period amounted to 208, of 57,000 tons. These figures, even after deducting the loss of tonnage that took place during the war, show a net increase of 302 steamers, with a total tonnage of 275,000. To this must be added a mercantile fleet of about 130,000 tons, acquired by capture, the majority of which will be disposed of to the public by the Government before long. It is computed that the Japanese mercantile marine of the present day, compared with that existing before the war, would show an increase of something like 450,000 tons. Shipping firms are now confronted with the problem as to how best to dispose of this largely-increased fleet.

At present, continues the *Jiji*, with the opening of the North China ports and Vladivostok, the shipping market has begun to show some activity. There is no doubt, however, that with the release of a large number of steamers from Government service in April, the market will suffer from over-tonnage, at any rate for a time. Certain foreign ship-owners, taking advantage of the war, have opened up trade in Japan's spheres of influence in China, and it is not at all improbable that new European competitors will soon appear in Far Eastern waters.

There is, however, no occasion to view the future with any pessimism. In the increased tonnage of 350,000 there are ships of such age and obsolete type as to be quite useless for modern purposes, not to mention 210 vessels, under 1,000 tons each, aggregating 45,000 tons. Although the greater portion of the transports will be released with the completion of the evacuation, some vessels will be constantly in use for the transportation of troops stationed in Korea, Manchuria, and Saghalien. When the extension of Japanese steamship lines to different parts of the world—now under contemplation—is accomplished, what is now considered as surplus shipping will be absorbed. The second half of this year will be a most important period for the shipping-trade of the world, concludes the *Jiji*.—*Japan Chronicle*.

THE British Crown plate includes a peacock of precious stones, valued at £35,000, which came from India; a tiger's head, with a solid ingot of gold for a tongue, and crystal teeth; and a magnificent gold shield, valued at £10,000, which was made from snuff-boxes by order of George IV.

THE NATIONAL BANK OF CHINA, LD.

ANNUAL MEETING.

The fifteenth ordinary annual meeting of shareholders in the National Bank of China, Limited, was held at the Bank's premises at noon, on Saturday. Mr. J. Scott Hanston presided and there were also present Messrs. G. C. Moxon (Manager), J. R. Michael, R. Harding, J. E. Joseph, Chau Siu Kee, Yeung Pak Leung, E. D. Haskell, E. D. Howard, Ellis Kadoorie, I. F. Wright E. S. Kadoorie, P. Loureiro, and others.

The notice convening the meeting having been read, the Chairman said:—Gentlemen, I have to submit the report and accounts for last year, which, with your permission, I will take as read. The net profits of the Bank for the period under review amount to \$186,919.94, and in pursuance of the policy set forth in the chairman's speech at the general meeting held on 18th March last year, your directors recommend that no dividend be paid, but that our reserves be strengthened until they have reached what may be considered a safe figure. With this object in view, it is proposed to place in capital reserve fund the sum of \$12,731.20, which at 1s. 8d. to the dollar brings our capital and capital reserve together to the convenient figure of £215,000, and to reserve fund \$90,888.80, bringing that fund up to \$150,000. The board consider it advisable to carry forward a substantial sum in view of the fact that certain securities held by the bank have not yet been realised. Owing to the expressed wish of a large majority of shareholders a call of £1 per share has been made, such call to be payable on 2nd July next, in order to provide us with additional paid up capital. I do not think there is anything I can usefully add, but before proposing the adoption of the report and accounts, I will be glad to answer any questions in my power.

There were no questions and the adoption of the report and accounts was carried on the motion of the chairman seconded by Mr. Wright.

Mr. Haskell proposed the re-election of Messrs. Lowe and Bingham as auditors.

Mr. J. E. Joseph seconded, and the motion was carried.

Mr. Harding proposed, and Mr. Haskell seconded, that Mr. Hon. C. B. Stuart Wortley, K.C.M.P., be re-elected to the London committee.

Mr. C. Ewens was re-elected to the Hongkong board, on the motion of Mr. Ellis Kadoorie seconded by Mr. Wright.

This was all the business.

SINGAPORE CHINESE AWAKE.

PROPOSED TEACHING OF MANDARIN.

The "Young China" patriotic movement appears to have struck Singapore in earnest at last. A plan has been adopted by the leading Chinese of Singapore to commence on a large scale the instruction of the Chinese boys of the city in the Mandarin dialect. The plan appears to have passed the preliminary stages and to be well on the way to a successful issue. It is no indication of a tendency to exclusiveness on the part of our leading Chinese, however, for it includes, we (*Eastern Daily Mail*) understand, provision for instruction in English as well as in Chinese. The plan is practical and progressive and deserves the liberal support which it is receiving. The congested condition of our schools has been little short of scandalous, a condition which will be to a very large extent relieved by the enlarged educational facilities now proposed. The system of exacting school fees, now in use in even our so-called Government schools, tends to create a privileged class which will possess the education as well as the wealth of the Colony. The present plan is to establish a free system of education which will be suited to prepare Chinese boys for either a literary or mercantile career. It is democratic and is certain to be popular.

ON the arrival at San Francisco of the Japanese steamer *Nippon-maru* on her last trip from the Orient Purser Roberts found himself to have been adjudged a popular official of the vessel. A large number of the passengers, headed by Admiral Reiter, presented him with a pair of silver-backed military hair brushes and glass, thanking him for having made their voyage pleasant and hoping that they would continue always a friendship so well begun.

THE HALF-YEARLY MEETING OF MEMBERS of the above Club will be held in the City Hall, on SATURDAY, the 28th April, 1906, at 12.15 P.M.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 16th April, 1906. [462]

FOR SHANGHAI, NAGASAKI AND WLADEVOSTOCK.

THE Steamship

"DAPHNE,"

Captain Schipper, will be despatched for the above Ports, on SATURDAY, the 21st instant, at 4 P.M.

The Steamer has splendid accommodation for Passengers.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 16th April, 1906. [466]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"OBRA,"

Captain A. H. Acheson, will be despatched on above, on SUNDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 16th April, 1906. [464]

To-day's Advertisements.

GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., on the 19th April, 1906.

The Tenders to state the total amount (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had, on application.

J. R. GALE,
Capt., A.M.F. D.,
H.M. Treasury Chest Officer.

His Majesty's Treasury Office,
Fletcher Street,
Hongkong.
Hongkong, 16th April, 1906. [461]

TO LET.

FROM THE 15TH MAY NEXT.

SEMI-DETACHED VILLAS, with 5 big Rooms, in Garden Road, Kowloon, near the Ferry Wharf. Electric Fittings laid on. Rent exceptionally low.

Apply to—
H. RUTTONJEE,
5, D'Almeida Street,
Kowloon. [463]

S.S. "POLYNESIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Charente* and *Medoc*, from Havre ex s.s. *Medoc*, and from Bordeaux ex s.s. *Ville de Marseille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Freights and Valuables are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 23rd April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd April, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 23rd April, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 16th April, 1906. [11]

NOTICE TO CONSIGNEES.

STEAMSHIP "GULF OF VENICE," FROM SYDNEY AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 16th April, 1906. [465]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER," FROM ANTWERP, LONDON AND STRAIT.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 23rd instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th April, 1906. [467]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after THURSDAY, the 19th instant, at 4 P.M., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 16th April, 1906. [6]

Intimations.

THE ROBINSON PIANO CO., LD.

NEW PIANOS

\$70 CASH

AND 18 PAYMENTS OF \$20 EACH

OR \$385 CASH.

GREAT STRE

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"TEUCER"	16th April.
GLASGOW and LIVERPOOL	"DARDANUS"	19th "
GLASGOW and LIVERPOOL	"HECTOR"	21st "
GLASGOW and LIVERPOOL	"JASON"	28th "
GLASGOW and LIVERPOOL	"DEUCALION"	5th May.
GLASGOW and LIVERPOOL	"TYDEUS"	12th "
GLASGOW and LIVERPOOL	"HYSON"	15th "
GLASGOW and LIVERPOOL	"RHAUCUS"	17th "
GLASGOW and LIVERPOOL	"RHIPUS"	23rd "
GLASGOW and LIVERPOOL	"IDOMENEUS"	23rd "

The S.S. "Teucer" left Singapore at noon on the 14th inst. and may be expected here on the 16th.
The S.S. "Dardanus" left Singapore on the 14th inst., and is expected to arrive here on the 19th.

HOMEWARD.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & LPOOL	"MACHAON"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	24th "
AMSTERDAM, LONDON & ANTWERP	"BELLEROPHON"	8th May.
* GENOA, MARSEILLES & LPOOL	"CALCHAS"	20th "
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	22nd "
AMSTERDAM, LONDON & ANTWERP	"JASON"	5th June.
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	19th "
* GENOA, MARSEILLES & LPOOL	"HYSON"	20th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TEUCER"	18th April.
	"TYDEUS"	16th May.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"NINGCHOW"	25th April.
	"YANGTZE"	25th May.

Butterfield & Swire,
AGENTS.

Hongkong, 16th April, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KIUKIANG"	17th April.
TIENSIN	"HUICHOW"	17th "
MANILA	"TAMING"	17th "
WEI-HAI-WEI and CHEFOO	"KANCHOW"	18th "
CHINKIANG	"NINGPO"	20th "
SHANGHAI	"SHANSI"	20th "

FROM	STEAMERS	DUE
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	20th "
TSINGTAO and NEWCHWANG	"KWEIYANG"	23rd "

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled table. A duly qualified Surgeon is carried.
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th April, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 21st April, at Noon.
RUNI	2540	R. Almond	"	SATURDAY, 28th April, at Noon.

For Freight or Passage, apply to

Hongkong, 14th April, 1906.

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

Steamship "RAMSAY" (With Liberty to Call at the Malabar Coast).
About 25th May.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong 28th May, 1895.THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1902.

Shipping—Steamers.

HONGKONG—MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 4.30 P.M. and on Sundays at 5.30 P.M. if tide permits.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents. Every Sunday will be an Excursion, at the following rates.—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents; Return, 20 cents; Steerage, 10 cents. Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$1.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra. First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day. The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok street.

SAM WANG CO.
Hongkong, 2nd January, 1906.

STEAM TO CANTON.

The New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,309—T. R. MEAD.
"KWONG TUNG" 1,338—H. W. WALKER.
Leave Hongkong for Canton at 9 every evening (Saturday excepted).
Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).
These Five New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.Passage Fare—Single Journey...\$4
Meals...\$1 each.
The Company's Wharf is a short distance West of the Harbour Master's Office.
SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA, via SANG.		WEDNESDAY, 18th April, Noon.
SHANGHAI	CHOYSANG	WEDNESDAY, 18th April, 4 P.M.
MANILA	LOONGSANG	FRIDAY, 20th April, 4 P.M.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.
* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

Hongkong, 14th April, 1906.

JARDINE, MATHESON & CO.,
General Managers.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzenhain	May 22nd.
"ARAGONIA"	5,198	Ernst	June 11th.
"NICOMEDIA"	4,370	Wagemann	June 21st.
"NUMANTIA"	4,370	Feldmann	July 14th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with apply to
S. SILVERSTONE, Acting General Agent.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTAH,"

will be despatched for the above Ports, on or about 25th April.

For Freight, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 12th March, 1906.

"SHIRE" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE"

will be despatched for the above Ports, on or about 10th May, 1906.

For Freight etc., apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 12th April, 1906.

"SHIRE" LINE.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE"

will be despatched for the above Ports, on or about 15th May, 1906.

For Freight etc., apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 6th April, 1906.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR

KUDAT AND SANDAKAN.
Taking Cargo at through rates to Tawao, Lahad, Datu, Labuan, Jolo, Zamboanga and Menado.

THE Company's Steamship

"BORNEO,"

Captain F. Sembill, (ready to load on Thursday, the 12th instant), will leave TO-MORROW, the 17th instant, at 9 A.M., instead of as previously advertised.

For Freight or Passage, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 16th April, 1906.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain E. Fey, will be despatched for the above Ports, on WEDNESDAY, the 18th instant, at Noon.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 16th April, 1906.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

—FOR SYDNEY AND MELBOURNE,

(Calling at Manila, Port Darwin and

Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched for the above Ports, on SATURDAY, the 28th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd April, 1906.

Shipping—Steamer.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENVENUE,"

Captain Kroble, will be despatched as above, on or about 8th May.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 14th April, 1906.

Consignees.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "WRAY CASTLE,"

FROM STRAITS AND NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 14th April, 1906.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SIKH"

FROM MIDDLESBOROUGH, GLASGOW

AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 12th April, 1906.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., THIS MORNING.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 18th instant, at 9.30 A.M.

All Claims must reach us before the 23rd instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 12th April, 1906.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 17th instant, at 9.30 A.M.

All Claims must reach us before the 23rd instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 10th April, 1906.

Consignees.

FROM HAMBURG, ROTTERDAM,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"DORTMUND,"

Captain Wagner, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding the discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 14th April, 1906.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON

AND STRAITS.

THE Steamship

"FLINTSHIRE,"

Captain C. C. Cundy, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 10th April, 1906.

Hotels.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

SOKOTO.

THE MEANING OF OUR "LITTLE EXPEDITIONS."

When telegrams were published last month announcing that the Sokoto garrison was safe (why, by the way, should we have a garrison at Sokoto?), and that the Mahdi had been killed, many simple-minded people concluded that we should have no more of any expedition to Sokoto.

Alas! that naïveté would be soon disillusioned by closer knowledge of the ways of Military Governors in West Africa and the Colonial Office officials.

It may be confidently predicted that there will be plenty of fighting at Sokoto. Many natives will be killed for the sake of civilisation and much distinction gained by the officials and soldiers, and the British taxpayer will have to settle the bill.

OFFICIAL INFORMATION.

History repeats itself. Not even the late Secretary of State knew of the previous Kano-Sokoto expedition till it was actually started, and he only heard of it through a casual newspaper telegram, as is shown by the Blue-book for 1903.

The result may be read in Sir F. Lugard's Nigeria report for 1902 and 1903, Nos. 409 and 437. The "Boundary Commission," which was the ostensible cause of the expedition, started on Christmas Day, 1902, and was never molested. As regards the Kano expedition, which also extended to Sokoto, though a considerable number of natives were killed, expelled, and put to flight, fortunately no British officer was killed; but there were given as rewards two C.B.s, two C.M.G.s, two D.S.O.s. At the close of the expedition, Sir F. Lugard addressed the Sultan of Sokoto and his chief.

The Government will have the right to all minerals, but the people may dig for iron and work it subject to the approval of the High Commissioner, who may take salt and other minerals subject to any tax imposed by law. And this is civilisation!

One of the pretexts for the Kano-Sokoto expedition was the killing of Capt. Moloney. It was subsequently discovered that the cause of his death was malpractice and misrepresentation on the part of his interpreter. The report for 1903 mentions the killing of Capt. O'Hara and Mr. Amyatt. History, and the report for 1904 explain the punitive expedition to avenge their death and the expedition to Serolika and five minor expeditions.

Even if British casualties are light, there is the loss of life to natives, and besides, when black soldiers go up country, they always levy blackmail; this latter fact is well known and may be verified by Col. Pilcher's report 1897 (C 946-28), p. 22.

NIGERIA AND ITS COST.

Down to the end of 1899 it was administered by the Royal Niger Company at their own cost, and they paid a good dividend to their shareholders. The reasons why the Niger Company's charter should be cancelled were that it was expedient that the country should be directly administered by the Crown, and further that the company's trade monopoly caused difficulties with traders, European and native. There was paid as compensation to the company for cancelling their charter £85,000.

From 1 Jan., 1903, Sir F. Lugard has administered the subsequent annual Parliamentary grants in aid being £234,200, £280,000, £297,500, £305,000. The remainder of the revenue is supplied by a contribution from Southern Nigeria of £34,000, now raised to £50,000; 1904 (C 2101). To supplement this revenue the High Commissioner is busily engaged in developing a system of direct taxation of the natives.

Besides this the High Commissioner proposes a large expenditure for railways—on the west of the Niger of three millions sterling at £6,000 a mile (an estimate that will probably be exceeded). And the reports for 1903 and 1904 speak of surveys for railways on the east of Nigeria to Kano several hundred miles. As the local revenue at present defrays less than 20 per cent. of the present expenditure of half a million, the cost of the railways will have to be paid by the British taxpayer.

The European staff is continually increasing—304, 318, 320, 417, 455. Let it be conceded these are all, from the High Commissioner downwards, honourable, zealous, able, courageous gentlemen; let us accept every word of the praise he bestows on them; but in the interests of England and Northern Nigeria it would be preferable that their activity should cease. The record of these five years' administration by Sir F. Lugard, since 1 January, 1900, as detailed in the annual reports, is a sad story of continual military expeditions, soldiers governing by the sword.

DEVELOPMENT IN PROGRESS. The development runs thus: An order is sent by messenger to a native chief; it is disobeyed; then an European official goes up; he may be insulted or even killed—perhaps, as was admitted in Capt. Moloney's case, as the result of fraud by the Governor's interpreter. An expedition follows with its expenditure of life and money; a garrison is left after the expedition; the garrison is attacked; another expedition follows. The final result is the direct administration of the country as in India, with all its expense and responsibility.

So long as the "effective occupation" was necessary by international law to assert British dominion against other Powers, something was to be said for frontier posts and garrisons; but now there are treaty-made boundaries, this argument disappears. But, it will be argued, the country is being opened up for trade. Well, the total European imports as given in report of 1904, p. 95, £144,713, after five years' administration, and for this the British taxpayer expended £405,000.

In so far as administration and occupation is necessary, let it be conducted by a Governor who is a civilian and through civilians, with a constabulary force kept at headquarters.

Burton, Thompson, Livingstone, Burchard could traverse Africa without escorts and fighting. Europeans could live in safety under the Governor, and trade and eat with Oke Jumbo, Ja Jin, and Nana. The Tanganyika Concession can send its mining expeditions through Portuguese South West Africa for hundreds of miles without fighting. Their object was business not fame.

THE REAL HAPPINESS. Total prohibition of importation of spirits, whereas Sir F. Lugard takes credit, may be best met by a quotation from the report of Sir Claude Macdonald, when High Commissioner of Niger Coast Protectorate, that "he had seen more drunkenness in one Fast-day in Lagos than he had during thirteen years' experience of Africa, East, North, and West." 1895 (C 704), p. 13.

The writer of these lines, speaking with five years' experience of Sierra Leone, Gold Coast, Lagos, can affirm the same. If a Governor returns could be obtained of the Judicial

statistics of convictions for drunkenness and crimes, the result of drink in West African colonies, it would dispel for ever the absolutely baseless popular libel on the sobriety of the African.

To conclude with a quotation from the Southern Nigerian report for 1904: "The general condition of the people is one of delicate but stentorian comfort. Considering the enormous population there is little crime, and as a rule the native usually admits his guilt. On the whole their lot is a happy one." 1905 (C 2684-5).

Why can't we leave them alone?—Sir William Geary, Bt., in London Morning Leader.

Shipping.

Arrivals.

Taiwan, Br. s.s., 1,012, J. A. Martin, 13th April—Bangkok 7th April, Rice—China.

Wongkai, Ger. s.s., 1,115, W. Schmidt, 13th April—Bangkok 7th April, Rice—M. & Co.

Lisa, Ger. s.s., 1,177, H. Harndahl, 13th April—Cheloo 7th April, Gen.—S. W. & Co.

Wingsang, Br. s.s., 1,405, H. Walker, 13th April—Wuhu 5th April, Gen.—J. M. & Co.

Emma Lyven, Ger. s.s., 1,195, G. Conrad, 13th April—Saigon 9th April, Rice and Gen.—E. A. T. Co.

Taming, Br. s.s., 1,350, A. W. Outerbridge, 14th April—Manila 11th April, Sugar—B. & S.

Maizura Maru, Jan. s.s., 677, J. Merlin, 14th April—Anping 11th April, Amoy 12th, and Swatow 13th, Gen.—O. S. K.

Loongsang, Br. s.s., 1,092, A. E. Sandbach, 14th April—Manila 11th April, Gen.—J. M. & Co.

Canada, Ger. s.s., 2,230, Frank, 14th April—Hamburg 20th Jan., Gen.—H. A. L.

Loosok, Ger. s.s., 1,070, G. Schultzen, 14th April—Bangkok via Swatow 5th April, Rice—B. & S.

Kwonggang, Br. s.s., 1,428, P. Baker, 15th April—Shanghai and Swatow 11th April, Gen.—J. M. & Co.

Fausang, Br. s.s., 1,300, F. Wheeler, 15th April—Wuhu 10th April, Rice—J. M. & Co.

Haiching, Br. s.s., 1,276, A. E. Hodgins, 15th April—Foonchow 12th April, Amoy 13th and Swatow 14th, Gen.—D. L. & Co.

Amiral Exelmans, Br. s.s., 1,181, F. Gens, 15th April—Singapore 9th April, Gen.—M. M.

Dakota, Am. s.s., 1,705, E. Francke, 15th April—Seattle 12th Mar., and Shanghai 12th April, Gen.—N. Y. K.

Huichow, Br. s.s., 1,287, Brown, 15th April—Canton 14th April, Gen.—B. & S.

Armand Behic, Fr. s.s., 3,564, E. Guionnet, 15th April—Yokohama 7th April, Mails and Gen.—M. M.

Polysien, Fr. s.s., 6,568, Broc, 16th April—Marseilles 18th Mar., and Saigon 13th April, Mails and Gen.—M. M.

Lyermon, Ger. s.s., 1,925, F. Th. Lehmann, 16th April—Canton 15th April, Gen.—S. & Co.

Kiukiang, Br. s.s., 1,228, W. O. Jones, 16th April—Canton 15th April, Gen.—B. & S.

Departures.

Shih Aliem, for Singapore.

Chiyeun, for Canton.

Wingang, for Canton.

Kwicheu, for Canton.

April 16.

Nunantia, for Pothand, Or.

Aphurde, for Pothand.

Kowloon, for Canton.

Kwonggang, for Canton.

Passengers arrived.

Per Loosok, from Bangkok, Messrs. C. E. Gudisier, J. W. Brughon, and Count De Vidonnet.

Per Taitung, from Bangkok—Mr. Turner (British Legation Judge, Bangkok), Mrs. Turner, and Mr. Miller.

Per Loongsang, from Manila—Messrs. L. B. Bewlay, Chas. A. Williams, Raphael Romero, A. Romero, C. C. Brown, E. C. Miller, Lewis W. Wilson, P. A. Mercker, and Mrs. Mathew Leeper.

Per Hanchin, from Coast Ports—Consul Mansfield, Miss Mansfield, Mrs. and Miss McCoy, Mr. A. W. Gibb, Capt. Bremer, Messrs. W. Richardson, C. Anderson, J. Thomas, L. Windsor, K. Iwashita, and 188 Chinese.

Per Taming, from Manila—Messrs. C. Moor, A. Wilson, Messrs. W. Urquhart, Geo. R. Simmons, Mr. and Mrs. P. W. Almon, Messrs. Belknap, C. H. N. Adam, Harry, Dehman, A. Peronano, J. A. Corless, Mrs. Iomato Diten, Mr. and Mrs. J. C. Vicheres, Messrs. M. H. Smally, S. Muer, R. H. Mance, Mrs. Siunpp, Mrs. Ramhoyer, Miss Josephine McCalliney, Mrs. E. Hall, Mrs. Beknap, and Mr. Stewart.

Per Dakota, from Seattle, &c.—Mr. and Mrs. H. Donkin, Mrs. J. D. Edie, Lieut. Comdr. P. B. Russell, Mr. Paul Blake, Mr. and Mrs. P. B. Smith, Mrs. V. H. Hillyard, Miss C. E. Ober, Mr. and Mrs. J. R. Armitage, Mr. E. Hift, Mrs. E. C. Culler, Messrs. O. E. Carr and H. Adams, Mr. and Mrs. F. H. Callundun, Mrs. J. D. Thomas, Miss E. M. Thomas, Messrs. J. W. Brewster and C. E. McCabe, Mr. and Mrs. C. W. Case, Mr. W. L. Christie, Mr. and Mrs. A. S. Eldridge, Messrs. E. Eldridge and W. Eldridge, Mr. W. B. Martin, Hon. A. C. Foster, Mr. M. Johnson, Mrs. M. L. Cunningham, Lieut. Comdr. G. Parin, Mrs. J. D. Peters, Mrs. H. E. Noble, Mr. and Mrs. A. B. Turner, Miss R. W. Turner, Miss M. H. Conrich, Mr. and Mrs. J. W. Hauserman, Mrs. A. Winchell, Mrs. H. V. Winchell, Mr. and Mrs. H. J. Moore, Mrs. A. Stewart, Miss H. Stewart, Master Stewart, Mr. and Mrs. T. Beich and J. Arjun.

Passengers departed.

Per Rubi, for Manila—Messrs. D. B. Clark, Yap Cheong and Yap Ying, Mr. and Mrs. Zaeue, Mr. E. Zaeue, Mr. Goldman, Mrs. S. Lamb, Major S. W. Smiller, Mr. and Mrs. Miller, Mr. and Mrs. G. O. Weber, Mr. Lee Kain Chum, Mr. P. Eng Chum, Mrs. M. Ford, Messrs. T. Freeman, F. A. Monroha, J. Y. Chai, Vip Kwok, Yip Mun, Chan Sing and Chan Eb, Mr. and Mrs. Brilleman, Messrs. Chok King, Chuk Tim, Siu Ming, Le Jo, Godwin, E. Albricht, E. Fortor, Hsia Fuch, Tio Kamco, Master Kay, F. Elmon, Almenara and Blackmann, Mrs. Grant, Messrs. Wong Ming, Lai Po, Li Kwong, Li Ping Jang, Li Pun, Yau Chee and Liang Cao.

Vessels in Port.

Aratooton Apar, Br. s.s., 2,931, E. Fey, 9th April—Calcutta via Pannag, 14th April, Gen.—D. S. & Co., Ltd.

Borneo, Ger. s.s., 1,344, F. Sembli, 14th April—Sandakan 13th Mar., Timor and Gen.—M. & Co.

Bourbon, Fr. s.s., 607, Le Bail, 12th April—S 1900 8th April, Gen.—Man Fat.

Brand, Nor. s.s., 1,520, M. Evensen, 2nd April—Canton 1st April, Gen.—Kwong Man Wo.

Chingto, Br. s.s., 1,479, J. McD. Howie, 20th Mar.—Melbourne via Paris 11th Feb., Gen.—Mostly Flour—B. & S.

Chiyeun, Ch. s.s., 1,170, C. Stewart, 13th April—Shanghai 10th April, Gen.—C. M. S. N. Co.

Clara Jensen, Ger. s.s., 1,101, I. Iversen, 9th April—Proboling (Java) 28th Mar., Sugar—J. & Co.

Empress of India, Br. s.s., 3,032, E. Beotham, R.N.R., 12th April—Vancouver, (B.C.) 26th Mar., and Shanghai 9th April, Mails and Gen.—C. P. R. Co.

Frithjof, Nor. s.s., 801, H. A. Haraldsen, 8th April—Hollo 4th April, Sugar—S. W. & Co.

Germania, Ger. s.s., 1,000, H. Flaigel, 8th April—Sydney 22nd Feb., Copra—S. & Co.

Hanol, Fr. s.s., 730, P. Measles, 8th Mar.—Manila 4th Mar., Ballast—A. R. M.

Hong Wan, Br. s.s., 2,050, J. L. Slaker, 13th April—Penang 4th April, and Singapore 7th, Gen.—100 Teck Seng.

Iris, Am. transport, 2,200, Whitton, 27th Feb.—Manila 22nd Feb., Coal—Government.

Jules Terry, Fr. s.s., 300, Sap, 30th Mar.—Haiphong 27th Mar., Ballast—M. & Co.

Manchuria, Am. s.s., 8,750, J. W. Saunders, 6th April—San Francisco 8th Mar., and Shanghai 4th Mar., Mails and Gen.—P. M. S. S. Co.

Merapi, Dut. s.s., 1,557, E. Uldall, 10th April—Singapore 3rd April, Sugar—D. & Co., Ltd.

Mercedes, Br. transport, 2,000, J. S. McGregor, 6th Feb.—from Pulo Condore Island.

Murie, Fr. s.s., 1,186, T. Petersen, 11th April—Bangkok 5th April, Rice—J. & Co.

Nunantia, Ger. s.s., 2,307, H. Feldmann, 8th April—Portland, Or. 5th Mar., Gen.—P. & A. S. Co.

Onang, Br. s.s., 1,287, D. Christie, 6th April—Calcutta 22nd Mar., Coal—J. M. & Co.

Powhatan, Br. s.s., 2,007, W. F. Turner, 6th April—Mojoi 31st Mar., Coal—D. & Co., Ltd.

Rajah, Ger. s.s., 2,028, C. Wulff, 10th April—Bangkok 3rd April, Teakwood and Rice—M. & Co.

Sabine Rickmers, Ger. s.s., 500, Nasbit, 11th April—Singapore and Tamsui 9th April, Ballast—A. K. & Co.

Singora, Ger. s.s., 1,754, P. Hermeling, 2nd April—Bangkok 25th Mar., Gen.—B. & S.

Suisang, Br. s.s., 1,600, T. A. Mitchell, 16th Mar.—Calcutta 27th Mar., Coal—J. M. & Co.

Taiifu, Ger. s.s., 1,065, C. Ueberfeldt, 12th April—Swatow 11th April, Ballast—E. A. T. Co.

Telemeclus, Br. s.s., 1,350, J. Williamson, 10th April—Saigon 5th April, Rice—Chinese.

Victoria, Swed. s.s., 988, J. A. Hellberg, 11th April—Saigon 6th April, Rice and Gen.—S. W. & Co.

Yang Moo, Korean s.s., 3,450, N. Nakatsu, 11th April—Mojoi 1st April, Coal—M. B. K.

Yuensang, Br. s.s., 1,128, P. H. Rolfe, 7th April—Manila 4th April, Gen.—J. M. & Co.

Steamers Expected.

Vessels	From	Agents	Dw.
Kumano Maru	Nagasaki	N. Y. K.	April 17
Hokko Maru	Japan	T. K. K.	April 18
Tosa Maru	Mojoi	N. Y. K.	April 18
Delhi	Amoy	P. & O. Co.	April 19
Palermo	Singapore	P. & O. Co.	April 19
Arcadia	Singapore	H. A. L.	April 19
Dardanus	Singapore	B. M. S.	April 20
Korea	Japan	P. M. S. Co.	April 22
P. E. Friedrich	Japan	M. & Co.	April 23
Prinz Heinrich	Colombo	M. & Co.	April 25
Taitai	Vancouver	C. P. R. Co.	May 1

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

U.S.S. Barry	Kowloon	Dock
Dos Hermanos	"	"
H.M.S. King Alfred	"	"
H.M.S. Otter	"	"
Chingit	"	"
Ban Yok	"	"
Hanol	"	"
U.S.S. Bainbridge	"	"
Brand	"	"
Kohira Maru	"	"
Singora	"	"
Germania	"	"

SHANGHAI.

U.S.S. Raleigh International, Mar. 12.

U.S.S. Cincinnati Cosmopolitan, " 25.

Feiching do, " 26.

Sylvia do, April 1.

Siangtai do, " 2.

Ships Passed The Canal.

2nd March—Benvenue, C. Ferd. Latze, Hudson, Stentor, Barra, Malacca. 6th March—Caledonia, Flinthill, Indrapura, Aker, Li-long, Prins Eitel Friedrich. 9th March—Calchas, Ernest Simon, Preussen, Pathan, Rhenania, 13th March—Alesia, Trieste, Sikh, Rhuana, Devanah, Indian Monarch, 17th Mar. 17th March—Japan, Moyune, Salasta, Patroclus, Tencer. 20th March—Brigavilla, Arcadia, Denalder, Sachsen, Anna, Amiral Azenans, Engineer, Audakoff, Sletfner. 24th March—Dardanus, Hector, Palermo, Zieten, Ping Sui, Polyesien, St. Brille. 27th March—Antenor, Benary, China, Indramaya, Indramaya, Ophach, Sithonia, Manica. 30th March—Jason, Kwang Si, Sumatra, Tourane, Sphera. 31st April—Denmark, Laos, Palawan, Prins Heinrich, St. Bada. 7th April—Nippon, Caledonia, Deaulton, Goshwar, Prinsess Alice. 11th April—Andalusia, Nubia, Sambla, St. George.

Arrivals at Home—2nd March—Nubia. 6th March—Pak Ling. 8th March—Palma. 9th March—Afax, Glentworth, Roon, Indran. 13th March—Ambrisa, Caledonia, Hudson. 14th March—Malacca, 17th March—Hullas, Stentor. 20th March—Preussen, Salasta. 24th March—Atholl. 27th March—Iyo Maru, Rhenania. 30th March—Alesia, China, Patroclus. 2nd April—Japan. 3rd April—Dechuana, Anienor, Brigavilla, Indrapura, Zieten. 7th April—Palman, Tourane. 11th April—Kwang Si, Ophach, Ping Sui, Benary.

Post Office.

A Mail will close for:

Kudat and Sandakan—Per Borneo, 17th April, 8 A.M.

Bangkok—Per Rajah, 17th April, 9 A.M.

Bangkok—Per Singora, 17th April, 10 A.M.

Macao, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Manchuria, 17th April, 10 A.M.

Europe, &c., India, via Tuticorin—Per Armand Behic, 17th April, 11 A.M.

Macao—Per Hongkong, 17th April, 11.15 P.M.

Tientsin and Weihaiwei—Per Hanchow, 17th April, 3 P.M.

Manila—Per Taming, 17th April, 3 P.M.

Shanghai—Per Kluckane, 17th April, 3 P.M.

Singapore, Penang and Colombo—Per Bingsu Maru, 17th April, 5 P.M.

Singapore, Penang and Calcutta—Per Catherine Apear, 18th April, 10 A.M.

Nagasaki, Kobe and Yokohama—Per Yawala Maru, 18th April, 10 A.M.

Singapore, Penang and Calcutta—Per Onang, 18th April, 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, India and Vancouver, B.C.—Per Express of India, 18th April, 11 A.M.

Macao—Per Hongkong, 18th April, 1.15 P.M.

Shanghai—Per Cheyong, 18th April, 3 P.M.

Cheloo—Per Kurlukhan, 18th April, 3 P.M.

Macao—Per Hongkong, 18th April, 1.15 P.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Chingit, 20th April, 3 P.M.

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Kumano Maru, 20th April, 3 P.M.

Manila—Per Loongsang, 20th April, 3 P.M.

Chingit—Per Nine, 20th April, 3 P.M.

Shanghai—Per Shansi, 20th April, 3 P.M.

Manila—Per Zafra, 21st April, 10 A.M.

Europe, &c., India, via Tuticorin—Per Arcadia, 21st April, 1 A.M.

Shanghai, Nagasaki, Kobe, Yokohama and Seattle, Wash.—Per Dakota, 23rd April, 11 A.M.

Europe, &c., India, via Tuticorin—Per Prinz Eitel Friedrich, 25th April, 11 A.M.

Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Prinz Eitel Friedrich, 25th April, 11 A.M.

Manila, Simpsonhafen, Fr. Wilhelmshafen, Hamburg, Bremen, London, Sydney, Melbourne, Adelaide and Perth—Per Prinz Eitel Friedrich, 25th April, 11 A.M.

Manila, Simpsonhafen, Fr. Wilhelmshafen, Hamburg, Bremen, London, Sydney, Melbourne, Adelaide and Perth—Per Prinz Eitel Friedrich, 25th April, 11 A.M.

Manila, Simpsonhafen, Fr. Wilhelmshafen, Hamburg, Bremen, London, Sydney, Melbourne, Adelaide and Perth—Per Prinz Eitel Friedrich, 25th April, 11 A.M.

It is hereby notified that on and from the 6th inst. the rate of postage on letters from Hongkong and British Postal Agencies in China to Egypt and the Sudan was reduced to 4 cents for each half ounce or fraction thereof.

A Pillar Box has been placed at Pokfulam Police Station. It will be cleared daily at noon.

There will be a delivery of letters at Pokfulam leaving the G. P. O. daily at 10.30 a.m.

The following may now be obtained at the General Post Office counter:—

Postal Guides, each 30 cents.

Parcel Post Tariff, each 20 "

From and after the 1st January, 1906, the rate for Postcards from Australia to Hongkong and British Postal Agencies in China is one penny instead of one penny and half penny.

Mails for Canton, Sanshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mails for Canton will be closed at 8 a.m., and that for Macao at 9 a.m.

Mails for Nantun, Sanhu, Kungmoon, Kunchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evenings.

VISITORS AT THE HOTELS.

Albricht, E. Major, Capt. and Mrs. N. J.

Carpenter, S. Major, Master W. Foster, F.

Faeger, Dr. Med. Munro, Miss A. Friedlander, R. Owen, O. E.

Key, Dr. F. Parkin, J. C.

Kien, Mr. and Mrs. and Schmidt, Dr. Med. 2 children.

Krill, G. Walter, Mr. and Mrs. Case.

Low, Mr. & Mrs. J. C. Olin.

Low, Miss Sissie. Whalley, H.

OCCIDENTAL.

Major, Capt. and Mrs. N. J.

Major, Master W. Foster, F.

Munro, Miss A. Owen, O. E.

Parkin, J. C.

Schmidt, Dr. Med. 2 children.

Walter, Mr. and Mrs. Case.

Olin.

Whalley, H.

HONGKONG.

Anderson, Mrs. K. Hughes, R.N., Lieut. Comdr. J. C.

Baird, Mr. and Mrs. Comdr. J. C.

Baldwin, H. G. Hunter, W. M.

Bell, R.N., Engr.-Lieut. Hunter, W. M.

H. F. Innes, Capt. R.

Beilios, Mr. and Mrs. Innomaru, T.

and maid. Jameson, Mr. and Mrs. J. W.

Birbeck, R. J. Joki, J. P. F.

Bishop, L. C. Kallenberg, Mr.

Bisney, Mr. & Mrs. S. Katsch, E. A.

Bissell, W. S. Keller, Mr.

Block, Mr. and Mrs. B. Kerr, F.

B. Kink, Mrs. H. B.

Boulem, C. Knox, Mrs. L.

Bonnar, Mr. and Mrs. Knaff, Mr. and Mrs. P.

J. W. C. Laing, A. H.

Borthwick, Mr. & Mrs. Lyons, S. J.

R. W. and child. Marriott, Dr. O.

Briggs, H. McDonagh, W. J.

Brighton, F. G. McGregor, Mr. & Mrs. S. L.

Brillman, Mr. & Mrs. Miller, P. L.

Broughall, L. Miller, P. L.

Burnie, C. M. G. Major and Mrs.

Campbell, L. F. Miller, Master R.

Chatham, Hon. & Mrs. Mitzutani, T.

Chatham, Miss L. Montgomery, Mr. and Mrs. G. F.

Chatham, Miss L. Moore, Dr. W. B. A.

Clark, M. O. Nechitra, Major von

Clark, T. Newall, S. G.

Clarke, Mr. and Mrs. Newington, A. G.

T. W. Nicholls, E. A.

Clarke, W. G. Offie, O. C.

Clegg, R.N., Eng. Lt. Parfitt, W.

and Mrs. H. L. Pavey, Mrs. E. O.

Colvin, H. E. Penke, W.

Coulthart, J. Pecker, R. L.

Crabtree, R.N., Lt. and Mrs. Perkins, Mr. and Mrs. T. L.

Crook, A. H. Perry, C.

Cuckinshank, A. Davies, F. O.

Deacon, F. B. Pigott, G.

Deleotte, Q. L. Deleotte, Miss P.

Deleotte, Miss P. Devaux, Mr. and Mrs. annamese servant.

Dietrich, Mr. Donald, R. H.

Donald, Mr. and Mrs. child.

Dooley, F. H. Rogers, C. S. R.

Douglas, Capt. & Mrs. J. Scott, Mr. and Mrs. J. G. and child.

Dowley, Mr. and Mrs. W. A.

Downing, Mr. and Mrs. Shear, J. J.

T. C. and infant. Skell, C.

Elmore, F. Spittles, J. S.

Ernstmann, W. Stein, A. L.

Fran-Jones, Dr. and Stephens, H.

Mrs. E. Sternberg, His Excellency Secretary of State.

Fischer, R. Stevens, Rev. A. J.

Fletcher, H. Stevenson, R.N., Lieut. Comdr. and Mrs. E.

Forman, Mr. and Mrs. Sutherland, P. D.

R. B. Thomas, H. P.

French, C. Jay. Goodwin, Mrs. Wm. B.

Ginler, W. Gluck, Dr. R.

Goodwin, Mrs. Wm. B. Hall, Capt. T.

Hamilton, A. Thompson, Miss H. M.

Hanghway, W. B. Tyson, Mrs. E. F.

Harker, B. H. Unbehauen, C. H.

Hendley, Dr. and Mrs. H. H.

Henry, C. Warrenton, Mr. & Mrs. J. B.

Hewitt, Mr. & Mrs. E. A. Wishart, J. B.

Holmes, E. R. Wood, G. G.

Mrs. Wright, Mr. & Mrs. T. L. Yasui, T.

Hollingsworth, Mr. & Mrs. Young, J. A.

Mrs. Ziegler, K.

PEAK.

Beattie, M. P. Martin, R.

Caruthers, Mr. Miller, Mr. and Mrs. J.

Carr, Mr. and Mrs. F.

Chatter, Col. Mitchell, R.

Chichester, Maj. A. A. Moon, Mr. and Mrs.

Clother, A. N. Moss, Mrs.

Darling, Col. Dixon, Mr. and Mrs.

Dixon, Mr. and Mrs. Ill, F. H.

Engel, Mr. and Mrs. L. Painter, Major & Mrs. Gales, Capt.

Galer, E. Rice, Capt.

Graham, Mr. and Mrs. Roberts, A. G.

W. Douglas. Sawyer, Capt. and Mrs.

Groskoma, Mr. Searle, Rev. G.

Halahan, Staff-Surgeon. Seymour, Lt.-Col. and Mrs.

Hall, Mr. S. S. S. S.

Hamel, F. A. S. S. S.

Jacka, Mr. S. S. S.

Jeffries, H. U. Vereker, Capt. & Mrs.

Johnston, L. A. M. Watson, Mr. &

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LON-
DON, HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ARMAND BEHIC."

Captain E. Guionnet, will be despatched for
MARSEILLES TO-MORROW, the 17th
April, at 1 P.M.
Passage tickets and through Bills of Lading
issued for above ports.
Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. *ERNEST SIMONS*.....1st May.
S.S. *POLYNESIE*.....15th May.
S.S. *CALEDONNIEN*.....29th May.
S.S. *SALAZIE*.....12th June.
S.S. *TOURANE*.....26th June.

G. DE CHAMPEAUX,
Agent.

Hongkong, 16th April, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AFRICA
AND SOUTH AFRICAN PORTS.)

THE "ARCADIA."

Captain W. W. Cooke, R.N.R., carrying 140
Majesty's mails, will be despatched from this
for BOMBAY, on SATURDAY, the 21st
April, 1906, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Victoria*, 6,522 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Arabia*
due in London on the 3rd June, 1906.
Parcels will be received at this Office until
5 P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th April 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

"

"

"

WHISKY, FINE MALT

"

"

"

JOHN WALKER & SONS' OLD HIGHLAND

"

"

PORT WINE, INVALIDS

"

"

SHERRY, AMOROSO

"

"

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

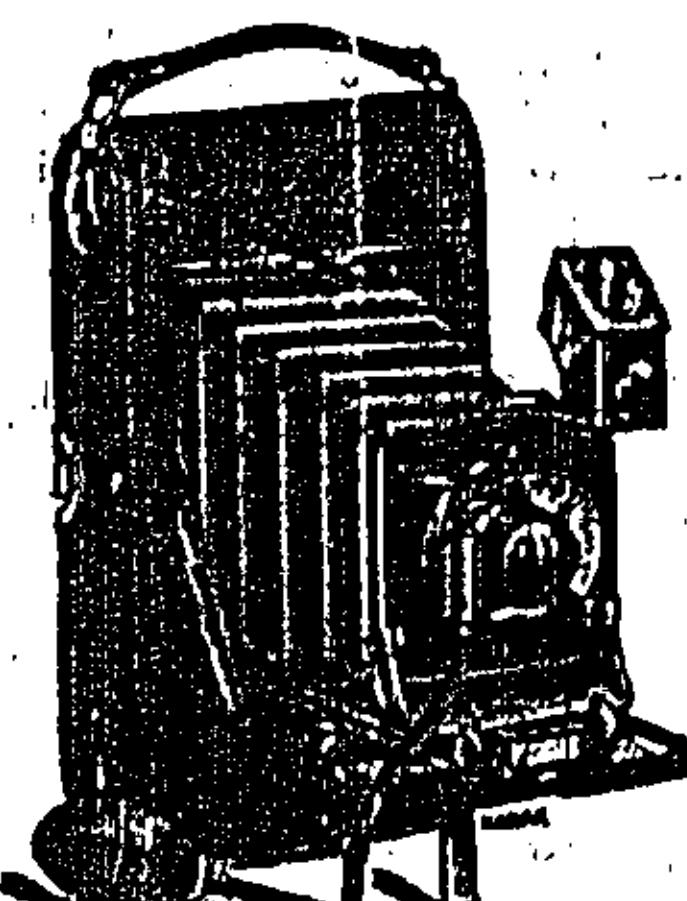
FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.



EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$9,500,000 \$250,000 }	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/09/16 } = \$26.87 for 2nd half-year 1905	5 %	{ \$860 London £88.10 140 buyers
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/5) for 1905		
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,600,000 \$147,895 }	\$211,540	\$20 for 1904	5 1/2 %	\$350 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$900,000 \$169,215 \$202,455 \$295,955 }	Nil.	\$4 1/2 for year ended 30.1.1905	4 1/2 %	\$96 buyers
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 Tls. 100,000 Tls. 50,000 }	Tls. 302,053	Final of 7/6 making 15/- for 1904	5 1/2 %	Tls. 90
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$311,451 \$1,043,910 \$1,152,364 \$750,000 }	\$2,339,112	\$40 for 1904	5 %	\$750 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$50,000 \$5,800 }	\$486,284	\$12 and \$3 special dividend for 1905	8 %	\$ 90 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$30	{ \$1,000,000 \$228,418 \$26,600 }	\$324,118	\$6 for 1904	7 %	187 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,221,928 \$1,000,000 \$221,928 }	\$422,618	\$25 for 1904	13 %	\$305 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$6,000 \$261,938 \$86,941 \$28,000 }	\$6,563	\$1 1/2 for 1905	8 1/2 %	\$18
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$500,000 \$600,000 \$154,131 \$120,000 }	Nil.	\$3 1/2 for year ended 30.6.1905	8 1/2 %	\$41 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,200,000 \$241,150 \$3,999 }	\$21,020	\$1 for second half-year 1905	13 %	\$25
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £200,000 Tls. 50 Tls. 50 }	£4,435	12/- @ 1/10 = \$6.29 1/2 for 1904	6 1/2 %	\$94
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 2,000 £400,000 £41,444 }	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 1/2 %	Tls. 58 buyers
Do. (Preference)	100,000	£1	£1	{ £4,144 \$5,000 \$24,217 }	£107,815	Final Tls. 14 making Tls. 33 for 1905	7 1/2 %	Tls. 50 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £4,144 \$5,000 \$24,217 }	£107,815	1/- (Coupon No. 6 for 1905	4 %	261 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 98,000 Tls. 350,479 Tls. 48,000 }	5929	{ \$1.80 } for year ending 30.4.1905	{ 5 1/2 % 4 % }	{ \$32 \$23
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 81,200 Tls. 350,479 Tls. 48,000 }	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	11 %	Tls. 37 1/2 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$850,000 \$450,000 \$86,119 }	\$40,914	Final of \$15 making \$25 in 1905	13 1/2 %	\$180 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none Tls. 100,000 }	\$132,588	\$3 for 1897		\$25
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04		Tls. 72 1/2 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £80,000 £26,011 }	£13,355	Final of 1/- (No. 5)		Tls. 10 1/2 buyers
Central Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	{ none 18/10 }	G \$95,050	Final of 50 cents making G \$7 for 1905		G. \$16
14th Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873 }	Dr. £8,745	No. 12 of 1/- = 48 cents		\$3 sales
DOCKS, WHARVES & GODOWNS.								
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ Tls. 1,000,000 \$70,000 }	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10 %	Tls. 118 1/2 sales
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$50,000 \$65,160 \$20,000 }	\$8,915	\$2 for 1905	9 %	\$22 1/2
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	{ \$50,000 \$40,500 }	\$20,040	Final of \$3 1/2 making \$6 for 1905	6 %	\$104
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$10	\$50	{ \$20,000 \$40,500 }	\$56,232	\$6 for second half-year 1905	7 1/2 %	\$169 sellers
New Amoy Dock Company, Limited	10,000	\$6 1/2	\$6 1/2	{ \$38,000 Tls. 48,210 }	\$2,221	\$1 for 1905	6 %	\$17 buyers
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 48,210 Tls. 57,005 }	Tls. 57,465	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 %	Tls. 222 1/2 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 17,500 }	Tls. 2,762	Tls. 18 for 1904	8 1/2 %	Tls. 215 buyers
LANDS, HOTELS & BUILDING.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none \$14,516 }	none	First year		Tls. 100
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$14,516 Tls. 3,000 }	\$9,028	\$2 1/2 for year ended 30.6.1905	8 1/2 %	\$30
Astor House Hotel, Limited (Tientsin)	7,000	Tls. 50	Tls. 50	{ Tls. 8,000 }	Tls. 806	Interim of Tls. 5 for year 1905/6	7 1/2 %	Tls. 140 buyers
Central Stores, Limited	6,000	\$15	\$15	{ none \$15 }	\$4,719	{ \$2.40 on \$12 for 1905	13 1/2 %	\$18
Do. (new issue)	24,000	\$15	\$15	{ none \$15 }		7 % on \$7 1/2 for 1905		\$15 1/2 buyers
Do. (Founders)	123	\$15	\$15	{ none \$15 }		None		\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$10	\$50	{ \$648,975 £24,071 }	1619	\$5 for second half-year 1905	7 1/2 %	\$133 1/2 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$250,000 Tls. 24,986 }	\$67,839	Final of \$3 1/2 making \$7 for 1905	6 %	\$116 1/2 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 24,986 none }	Tls. 7,202	Interim of Tls. 17	14 %	Tls. 17
Hotel Metropole Company, Limited	7,000	\$100	\$100	{ none \$208,386 }	\$4,697	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$50,000 \$50,000 }	\$5,070	80 cents for 1905	7 %	\$11 1/2 sales & buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ none \$50,000 }	\$574	\$2 1/2 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ Tls. 909,591 Tls. 170,000 }	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 %	Tls. 120 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none }	\$772	Final of \$1.90 making \$3.65 for 1905	7 %	\$53
COTTON MILLS.								
Iwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 45,939 \$30,000 }	Tls. 100,000	Tls. 8 for year ended 31.10.1905	1 1/2 %	Tls. 65 buyers
Hongkong Cotton Spinning, Weaving and Dyeing } Company, Limited	125,000	\$10	\$10	{ \$30,000 }	\$23,264	\$1 for the year ending 31.7.05	6 %	\$16 1/2 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 100,000 }	Tls. 18,718	3 % a/c 1898		Tls. 62 1/2 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none Tls. 18,436 }	Tls. 30,760	Tls. 8 for 1905	12 1/2 %	Tls. (6)
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ Tls. 18,436 }	Tls. 35,986	Tls. 25 for 1905	8 1/2 %	Tls. 300 sales
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none £314 }	\$1,066	\$7 for 1905	7 %	1100 sales
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	{ none \$9,000 }	£770	1/3 per share for 1904	9 1/2 %	\$7 1/2
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none \$11 }	\$1,097	\$3 for 1905		\$32 ex div.
China-Borneo Company, Limited	60,000	\$12	\$12	{ none Tls. 50,000 }	Nil.	\$1 for 1904		161 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 \$1,219 }	Tls. 289	Final of Tls. 5 making Tls. 10 for 1905	12 1/2 %	Tls. 80
China Light and Power Company, Limited	50,000	\$10	\$10	{ Tls. 50,000 \$1,219 }	\$1,219	60 cents for year ended 28.2.06	6 %	\$10 sales ex div.
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$25,000 \$25,000 }	\$1,281	80 cents for 1905	9 %	\$9 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$25,000 \$410,000 }	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2 %	\$10
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$500,000 \$186,000 }	\$52,231	\$2 dividend and 50 cents bonus for 1905	8 1/2 %	\$20 1/2
Hall & Holtz, Limited	21,000	\$20	\$20	{ none \$186,000 }	\$7,551	Final of \$1 1/2 making \$2 1/2 for year 29.2.05	11 1/2 %	\$22 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none \$10,000 }	\$2,151	{ \$1.00 } for year ending 31.4.1905	6 %	\$16 1/2
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$10,000 \$10,000 }	\$2,796	\$15 for year ending 30.11.1904	7 %	\$135 sales
Hongkong Ice Company, Limited	5,000	125	125	{ none \$3,776 }	\$3,776	Final of \$15 making \$19 for 1905	8 %	\$235 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$30,000 \$2,500 }	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$20
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ Tls. 5,500 }	188	Final of 50 cents making \$1 for the year	10 %	\$10 sellers
Maatschappij tot Mijn- Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 528,210 Tls. 19,465 }	Tls. 35,849	First interim of Tls. 7 1/2 paid 15.3.06 account 1906	9 1/2 %	Tls. 235 sales
Philippine Company, Limited	67,500	\$10	\$10	{ none Tls. 19,465 }	Dr. P. 34,324	None		\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 105,000 Tls. 45,000 }	Tls. 11,017	{ Tls. 3 1/2 final & Tls. 1 1/2 bonus making Tls. 8		